

(b) (6), (b) (7)(C)

GREAT LAKES DISTRICT

Case # (b) (6), (b) (7)(C)

(b) (6), (b) (7)(C)

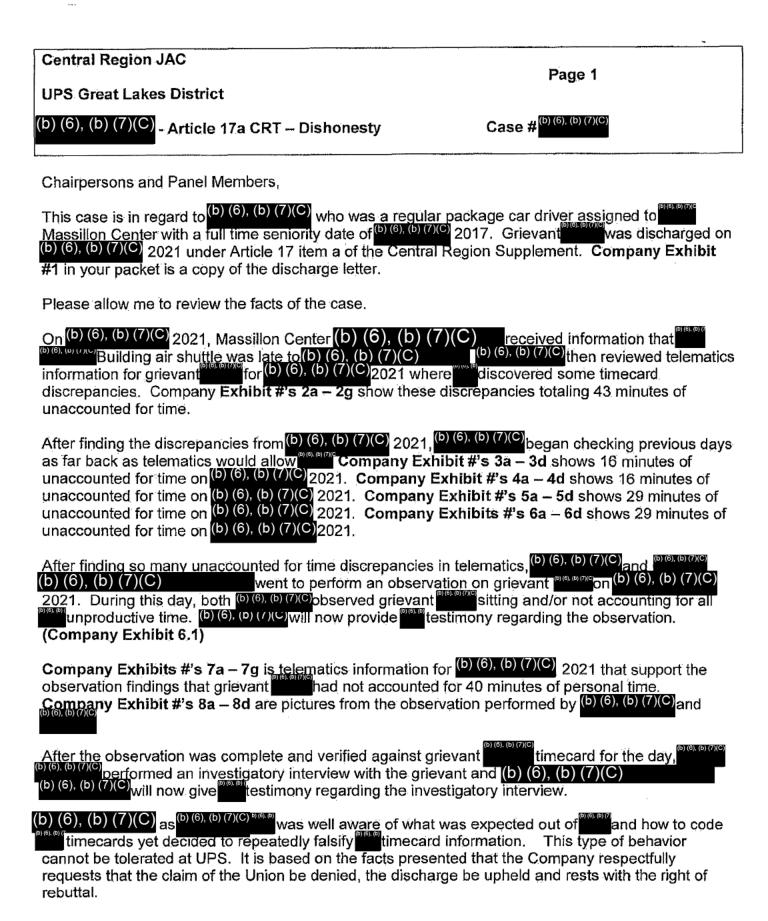
LOCAL #92

CASE & EXHIBITS



Dec. - EAFP - Close of Devel

EXHIBIT



4300 E, 68th Street Cleveland, Ohio 44105 1-800-742-5877



(b) (6), (b) (7)(C)₂₀₂₁

(b) (6), (b) (7)(C)

Teamsters Union Local No. 92 1127 Ninth St. SW Canton, Ohio 44706

Déar^{(b) (6), (b) (7)(c)}

This letter is in regard to (b) (6), (b) (7)(C), a Driver in our Canton facility.

On (b) (6), (b) (7)(C) was discharged. Our actions are in accordance with Article 17, Item (a) of the Central Region Supplemental Agreement to the National Master United Parcel Service Agreement.

Effective (b) (6), (b) (7)(C) (b) (6), (b) (7)(C) has been removed from our seniority list.

Sincerely,

UPS

(b) (6), (b) (7)(C)

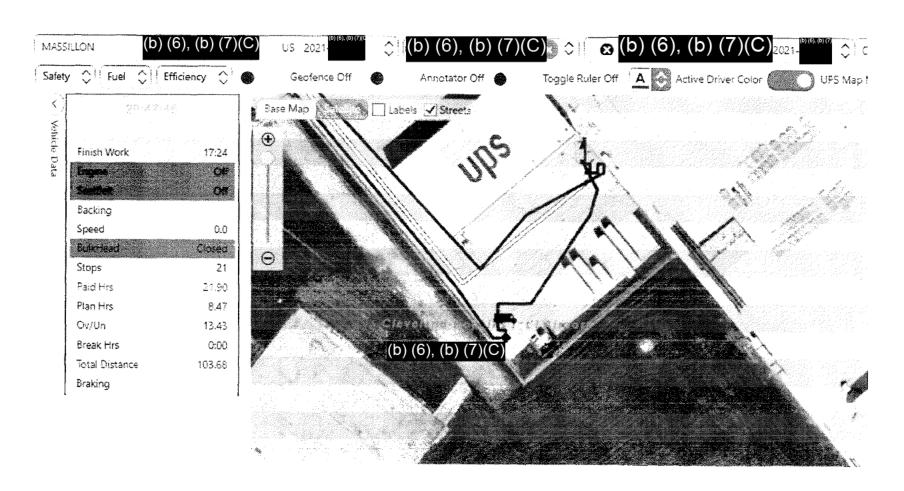
(b) (6), (b) (b) (6), (b

no

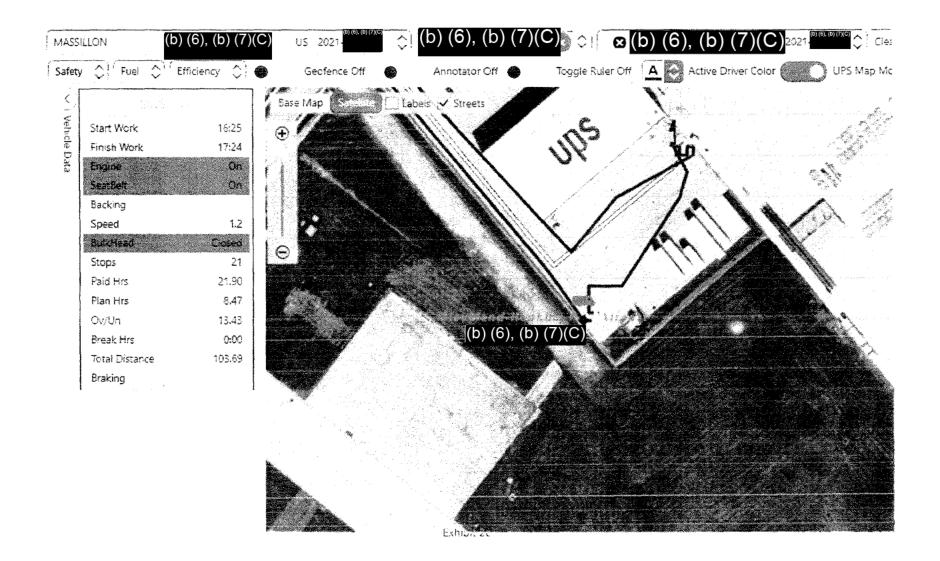
(b) (6), (b) (7)(C) (b) (6), (b) (7)(C) (b) (6), (b) (7)(C) Employee was parked in (b) (6), (b) (7)(C) coded out.

for 10 minutes with no lunch or breaks

Vehicle stopped from 20:47-20:57 No lunch or break time taken



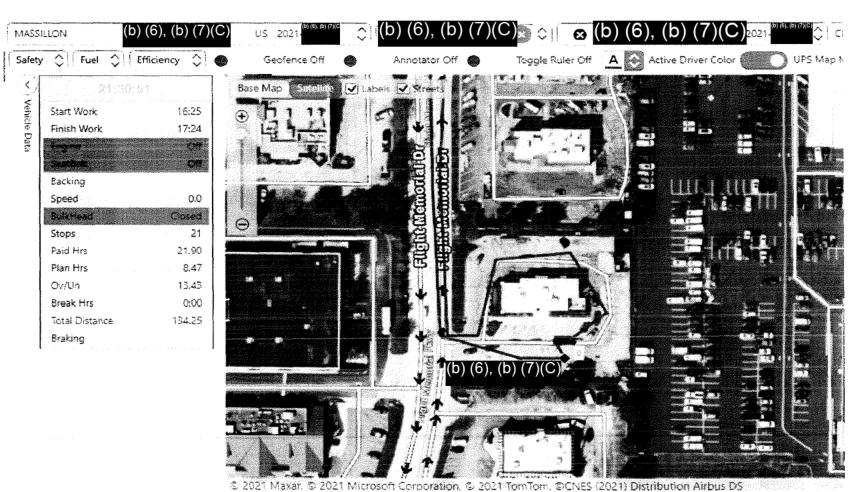
Exhbit 2b



(b) (6). (b) (7)(C) 21

Employee was parked at (b) (6), (b) (7)(C) for 53 minutes with 20 minutes of paid break time taken and no lunch time recorded.

Vehicle stopped from 21:30-22:23 Paid break time of 21:42-22:02 No lunch time taken



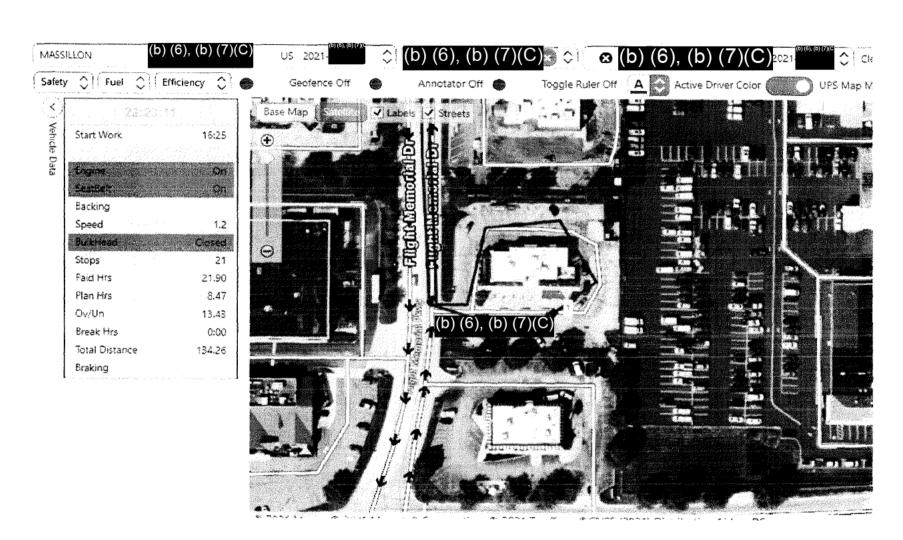


Exhibit 2f

Time Card Report

ime Card Report MPLOYEE ID)(6),(b)(7)(C)		е маме b) (7)(C)	SLIC (b) (5), (b) (7)(0	St); (b) (6).	P GRP. (D)(ojs name	(b)	AY CODE	(b) (6), (b) (7)(0	ID	(b) (6) (b) (7)(c 2.1
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1701	2				130	<u>.</u>	***************************************					
1713 1715	2				1	1					_ 	
1719	2										*	

Employee was parked on (b)(6),(b)(7)(C) for 36 minutes with 20 minutes of paid break time taken and no lunch time taken.

Vehicle stopped from 20:54 – 21:30 Paid break time of 20:54 – 21:14 No lunch time taken

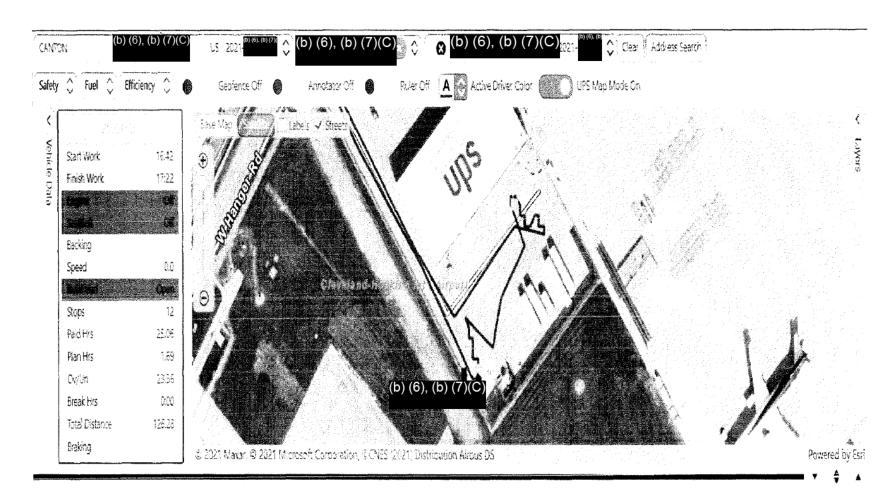


Exhibit 3b

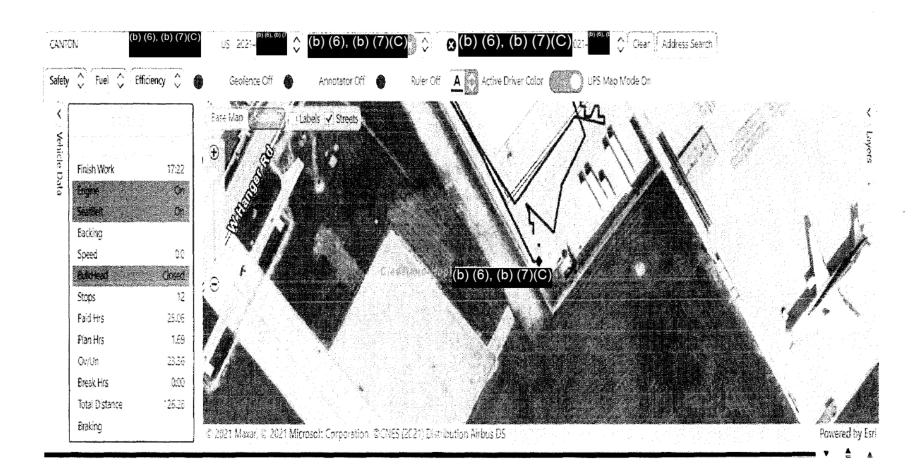


Exhibit 3c

Time Card Report

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17:27	22:11	,,				,								
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4201	2				7	1								
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1207	2					1								
4307	2				_14	1								
9988	2				ES.	1								

(b) (6), (b) (7 2.1

Employee was parked on (b) (6), (b) (7)(C) time taken and no lunch time taken.

for 36 minutes with 20 minutes of paid break

Vehicle stopped from 21:01 – 21:37
Paid break time of 21:01 – 21:21
No lunch time taken

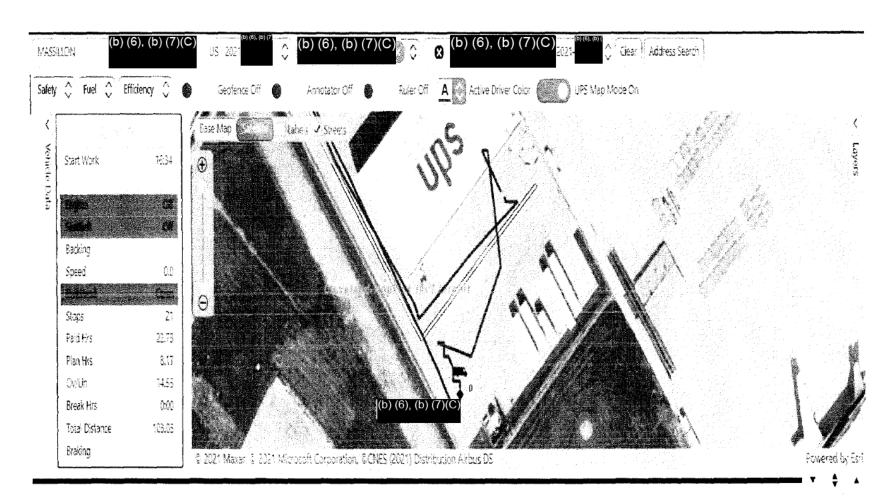


Exhibit 4b

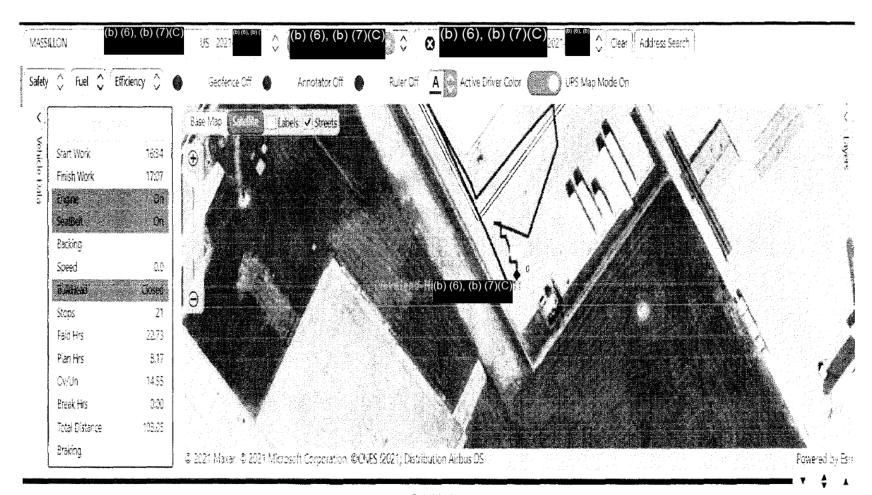


Exhibit 4c

rime Card Report

(8). (b) (7)(C)	(b) (6),	(b) (7)(C)	SLIC (D)(6), (D)(7	S U (b) (6). (grp'	оје илни	(a)	CODE	(6) (6) (6)	ID		DATE (b) (6), (b) (7)(5)
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1:01	TIVITY Finish 21:11 2):21	(a) (a), (b) (7)	OP T PKG PKG	/P#	Sort	(b)(d)	g Grp		Code 087 087		Descript 087 Paid 087 Paid	Bh
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SPECIAL COUN Count 1	Count 2	Count 0	3	Count 0		Count 'S					and the same of th	
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1713 1715	2 2				11		·					
1719. 4003	2				1							



Employee was parked on (b) (6), (b) (7)(C) time taken and no lunch time taken.

for 36 minutes with 20 minutes of paid break

Vehicle stopped from 20:49 – 21:38 Paid break time of 20:59 – 21:19 No lunch time taken

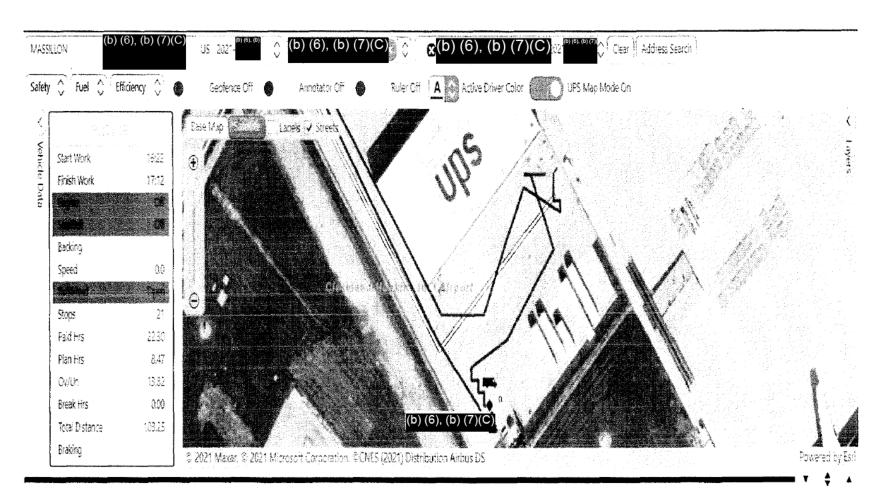


Exhibit 5b

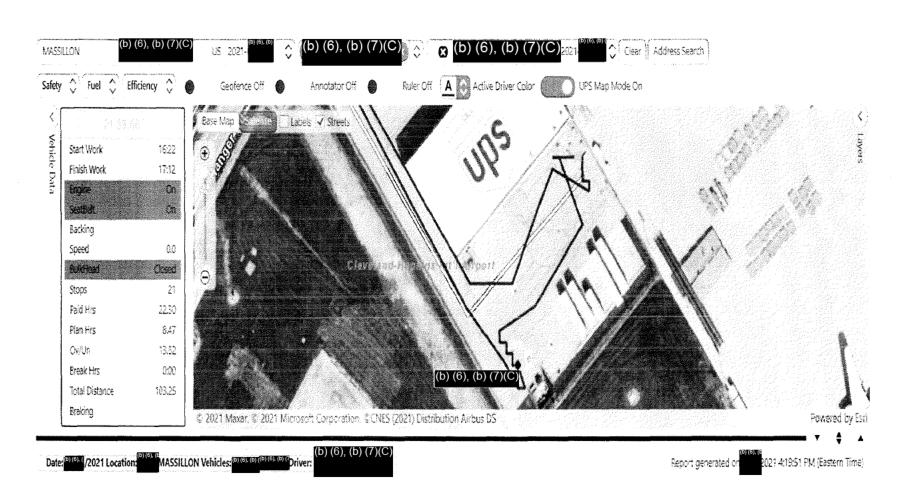


Exhibit 5c

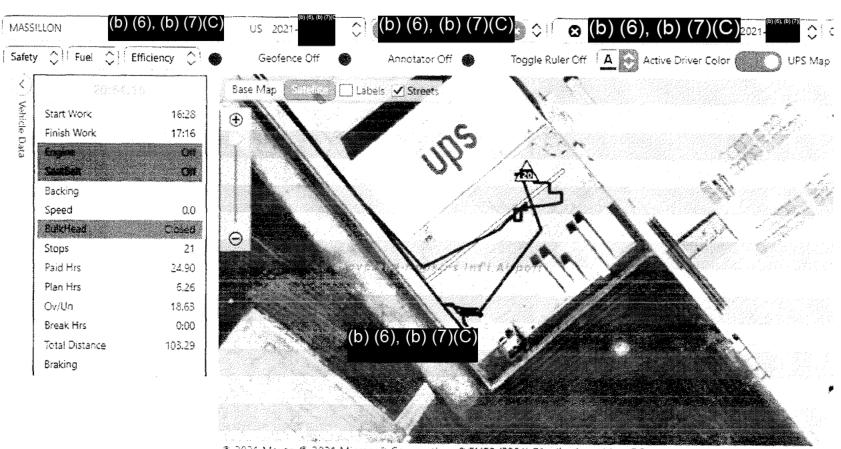
ime Card Repo	rt							OJS NAME		Vac	CODE		ROUTE I	D.		r)ATE 5), (b) (7)(c) _{2 1}
(PLOYEE ID (6), (b) (7)(C)	(b) (6), (l	b) (7)(C)	(b) (1,TC 5).(D)(t	(b) (6).	GRP		JUS NAME		(b) (6), (b)	<u> </u>		(b) (6), (b) (7)				IN WORK
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Trailer 2																	
Trailer 3																	
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PICKUP INFORM	MATION														*******		
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(b) (8). (b) (7)(C) 21

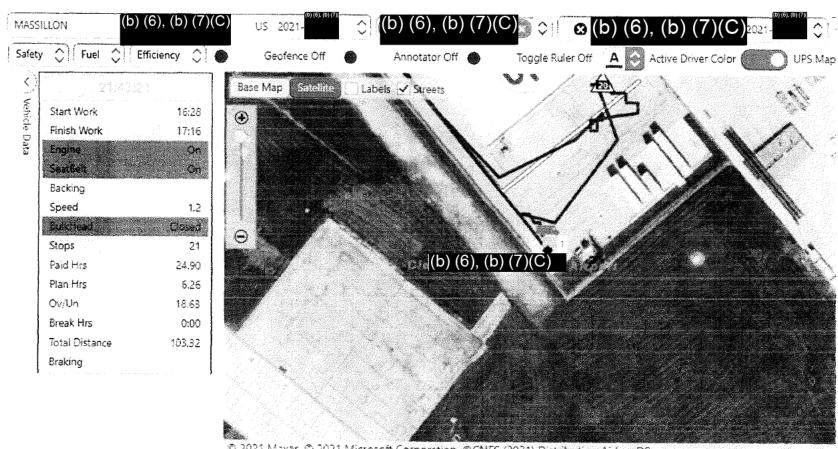
Employee was parked in (b) (6), (b) (7)(C) For 49 break time taken and no lunch time taken.

for 49 minutes with 20 minutes of paid

Vehicle stopped from 20:54-21:43 Paid break time of 21:03-21:23 No lunch time taken



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MBY, 0.4 F (T) (6), (b) (7)(C)	(b) (6),	(b) (7)(C)	\$11C (b) (6), (b) (7)(. St (0) (6)	e orp		MAKK ELC		AY CODE	(b) (6	ROUTE ID	·		O D W 21
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PICKUP INFORMATION PROCESSING LTR STP: ODS AIR STP: MISSED STP:	244	0U 00:	430 STP: T LTR STP: S MIX STP: T NUM COP:	0 10 0			PKGS .	ID PKG:	0 0 70 0		od To	R CTR S TOT T PKG TERNL	PKG: KEY:	69 .0 0
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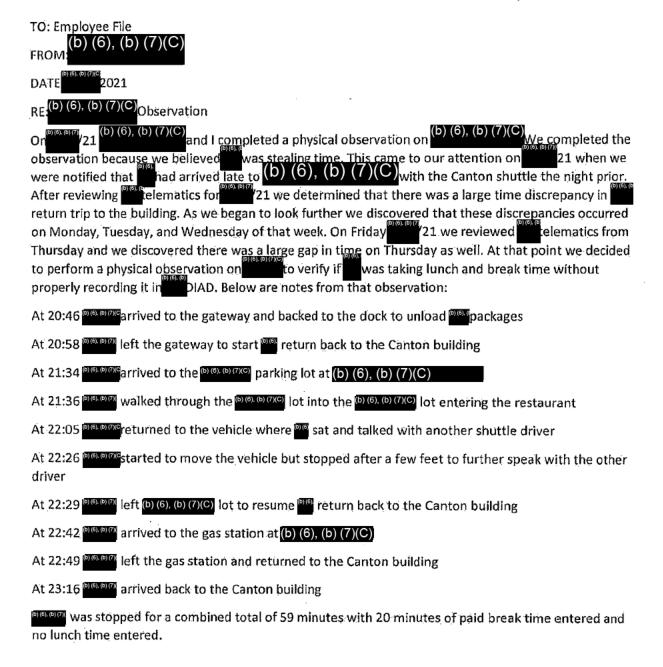


Exhibit 6.1



Employee parked at (b) (6), (b) (7)(C) for a combined total of 55 minutes with 20 minutes of paid break time taken and no lunch time recorded.

Vehicle stopped from 21:33-22:26 Paid break time of 21:46-22:06 No lunch time taken

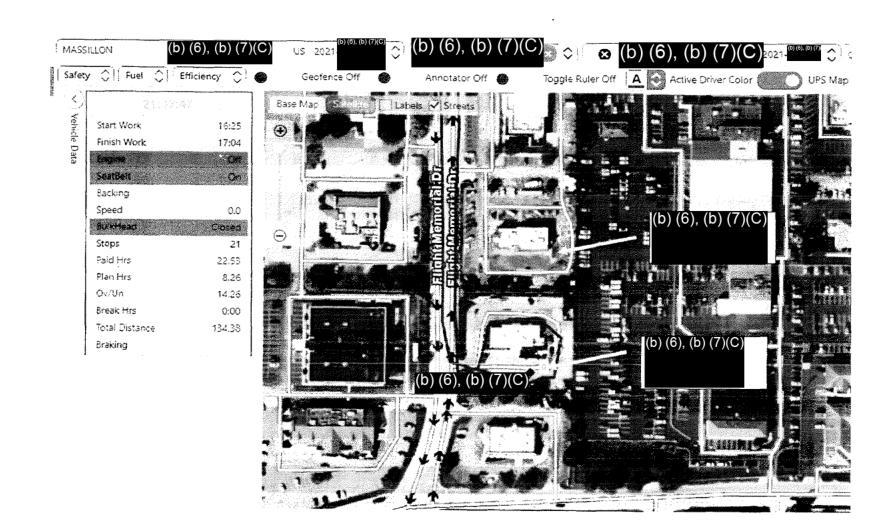


Exhibit 7b

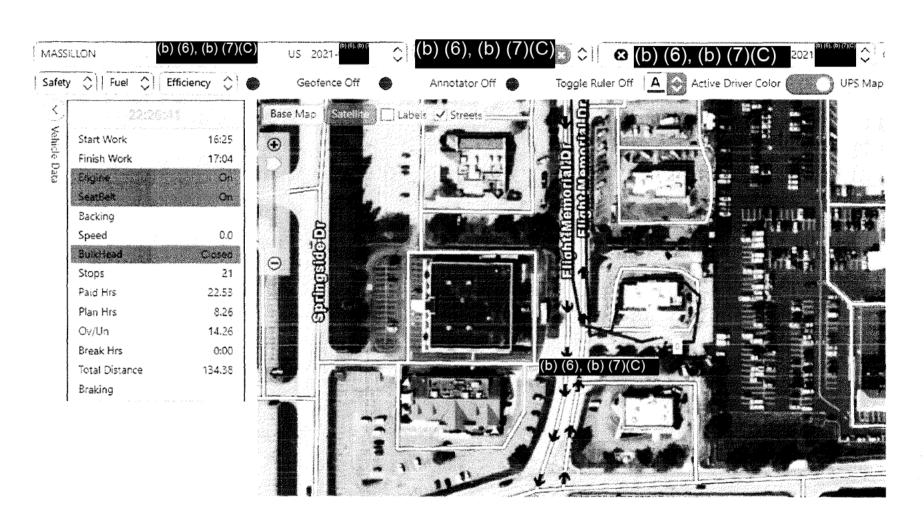


Exhibit /c

(b) (8). (b) (7)(C) 21

Employee was parked at (b) (6), (b) (7)(C) for 7 minutes with no lunch or break time entered.

Vehicle stopped from 22:42-22:49 No lunch or breaks taken



Exhibit 7e



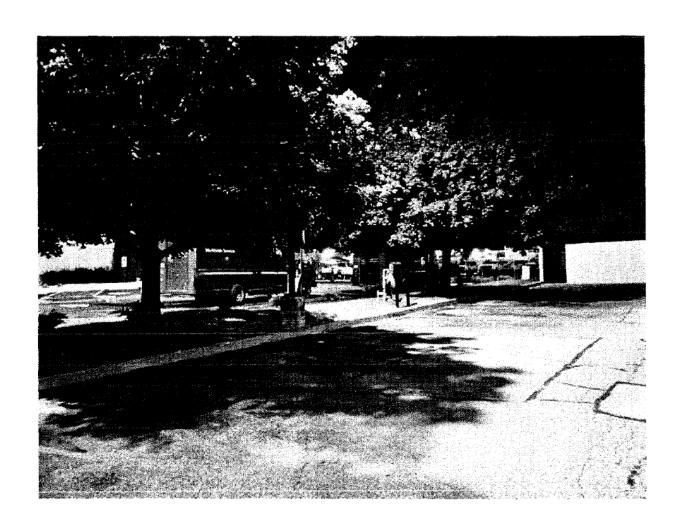
Exhibit 7f

Time Card Report

ime Card Repor MPLOYEE ID (6), (b) (7)(C)	MINFLOYE	е наме (b) (7)(C)	STATC (0) (6), (0) (7)(SU (b) (6), (t	P GRP)(7)((O	JS NAME		CODE	ROUTE (D) (d) (d) (7)			(D)(O)(O)(O)(O)(D)(O)(O)(O)(O)(O)(O)(O)(O)(O)(O)(O)(O)(O)
FORTED	SCH START		ST SORT	FIN 00:0			<u> </u>	ST LOC .	SORT	00:00 00:00	RT		FIN WOF 00:20
RIP O. Ly Bldg 16:25 17:12	RÉ Bldg 17104 23:17	vash v	and the state of t		TIME OUT Descripti	oq	Start	Finis	h	And the second s		Lost	Code
+11+-	inish	SLIC (DTG)T(DTG)(G)	OP TY	D¢	Sort	mer time movie o	(b) (6).	ecb		Code 087	ersonere er en gjedid		iption aidBk
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Exhibit 8a



TRUCK DRIVERS UNION LOCAL 92 3327 NINTH STREET SW PANTON ON 44707

•	Canton, un acror	
NAME: ADDRESS; EMPLOYER: UNION STEWARD DATE I SAW MY E	(b) (6), (b) (7)(C) (b) (6), (b) (7)(C) (b) (6), (b) (7)(C) (c) (d) (d) (d) (d) (d) (d) (d) (d) (d) (d	DATE: PHONE: (b) (b), (c), (d) (7)(C) DATE HIRED: (b) (6), (b) (7)(C)
INSTRUCTIONS T	O EMPLOYER:	
original should be Grievarices should be Grievarices should be greathing to present, negotial disposition to the	once has been written, a copy should be given to the Foreman (or Supervisor and be set forth fully so that they may be the grievance, the employee grants to the and bargain regarding this grievance as may be made or agreed the undersigned employee may be dure.	r). De understood. to the Union complete authority to nice and agrees to be bound by such seed to by the Union or its delegated.
GRIEVANCE: Prodestins	mi discharse on	2021.
*		
REQUESTED REM	MEDY: work with first	bucking and Fonefils.
EMPLOYEE'S SIG	(b) (6), (b) ((7)(C)
(D) (E) (D) (7)(C) (D) (E) (D) (7)(C)	bisposition of GRIEV TTIC No reference / No pro- processor Structure (b) (6), (b) (7)(C)	vance problem Discharge reduced his decision will have No improblem (b) (6), (b) (7)(C)
(b) (6), (c), (r), (c)	(b) (6). (b) (7)(C)	(b) (6), (b) (7)(C)

United Parcel Service Ohio Joint State Committee

DECISIONS

October (b) (8), (b) (7)(C) 2021

CASE NO:

(b) (6), (b) (7)(C)

LOCAL UNION NO: 413(GL)
GRIEVANT: TEAMS

TEAMSTERS LOCAL UNION NO. 413

ARTICLE:

ALL THAT APPLY

GRIEVANCE NO:

PT/FT:

RE: Shop Grievance: On behalf of all members within Teamsters Local 413 jurisdiction. The Company is in violation of Article 6, National Master Agreement, Article 4, Central Region Agreement and all other Articles that apply regarding implementing Seasonal Personal Vehicle Drivers (SPVD). Further facts to be presented.

Holds
Committee Hold
Committee Hold Committee Hold
Committee Hold
Committee Hold
Committee riold

Date	Notes
(D) (6) /21	
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DECISION:



OJSC DECISIONS 2021 (b) (6), (b) (7)(C) CASE NO: LOCAL UNION NO: **GRIEVANT: ARTICLE:** All that apply **GRIEVANCE NO:** PT/FT: (b) (6), (b) (7)(C) 2021. I wish for the letter & the Company's position to be RE: I am protesting the recap letter I received on rescinded. Further facts to be presented. I wish to be made whole in all ways. Notes Holds Date 10/21 Postponed Union **DECISION:** (b) (6), (b) (7)(C) CASE NO: LOCAL UNION NO: 92(GL) (b) (6), (b) (7)(C) **GRIEVANT:** ARTICLE: Art 17a **GRIEVANCE NO:** PT/FT: 2021 that may apply. Requested Remedy: To be put back to work with full back pay RE: Protesting my discharge on and benefits. DECISION: Deadlocked (b) (6), (b) (7)(C) CASE NO: LOCAL UNION NO:

(b) (6), (b) **GRIEVANT:**

ARTICLE: All that apply

GRIEVANCE NO:

PT/FT: RE: On

2021 I was terminated for unauthorized leave of absence. I wish to be reinstated and to be made whole.

Notes

Holds Date

Postponed Union No liability DECISION:



... because your pet leaves pawprints on our hearts too.

(b) (6), (b) (7)(C)

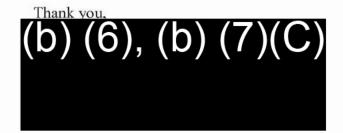
www.belparvet.com

4835 Fulton Drive Northwest Canton, Ohio 44718 Phone: (330) 492-8387 Fax: (330) 492-7387 Email: belparvet@aol.com

To Whom It May Concern,



On the afternoon of (b) (6), (b) (7)(C) 2018, our regular UPS driver. (b) (6), (b) (7)(C) was attempting to make a delivery during a busy scheduled afternoon. Upon arrival, entered the building and loudly announced to us that our parking lot was full and that we had to move cars in order to allow truck. This caught our staff off guard, as did this in front of our clients who were Prior to this day, to several employees, complained almost every waiting for appointments. delivery made about how full our parking lot was when delivers. We at the time, had a few parking spots open in the front of our building, along with a doctors car that had plenty room to back truck into, but complained that is NOT allowed to back up vehicle under any circumstances. Meanwhile, a few other cars pulled in to fill those spots. stood in our lobby before delivering the packages, complaining to our clients about how was stuck in the drive. When finally decided to bring our packages in, rudely complained to more employees about our parking One of our was just coming out of surgery and bypassed the conversation. (b) (6), (b) (7)(C) immediately interrupted rude behavior and told that that was being very rude to our staff and was to stop immediately. Once stopped arguing with our staff, (b) (6), (b) (7)(C) told that that is more than welcome to park in the street to deliver and that our other delivery drivers never have any issues or complaints. We receive MULTIPLE deliveries a day by several different argued with (b) (6), (b) (7)(C) stating was not allowed to park in the street or back up companies. While waited, stated that this was going to be the last day on this route and we would get a new driver the next business day. (b) (6), (b) (7)(C) stated that it was a good thing that it was because would not be returning here if continued to act like that. was in our lobby for roughly 20-30 minutes very upset.

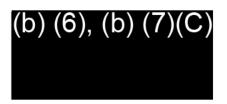




4300 E. 68th Street Cleveland, Ohio 44105 1-800-742-5877



(b) (6), (b) (7)(C) 2018



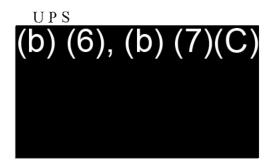
Dear (b) (6), (b) (7)(c)

Part of my responsibility is to assure that our employees are made aware of problem areas. Normally when pointed out, these problems are corrected.

You have been instructed in the past regarding failure to follow instructions, specifically delivery methods and reporting misloads timely. Following instructions is basic and should not have to be talked about more than once. Your failure to follow instructions results in poor performance, poor work methods and possible service failures.

You have one of the best jobs in the community and you should do whatever is needed so that further disciplinary action, up to and including discharge, will not be necessary.

Sincerely,





pc:

(b) (6), (b) (7)(C) (b) (6), (b) (7)(C) (b) (6), (b) (7)(C)

Date Given to Employee:

By Whom: (b) (6), (b) (7)(C)

Employee Comments:

To: File

From: (b) (6), (b) (7)(C)

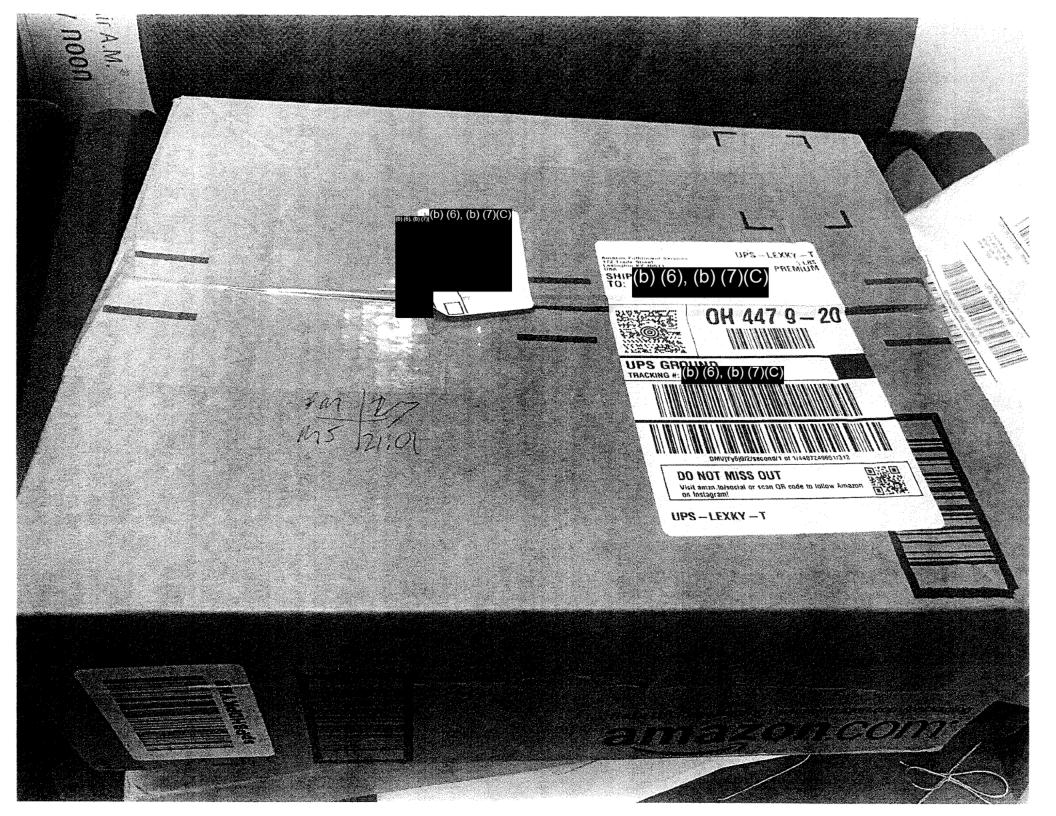
Re: Missed pieces

Date: (b) (6), (b) (7)(6)/2018

On [0](6),(0)(7)(7)(2) six Missed pieces yesterday [0](6),(0)(7)(1). Present for the meeting were (b) (6), (b) (7)(1), (b) (6), (b) (7)(1), and (b) (6), (b) (7)(1). The six Missed pieces were all misloads that [0](6),(0)(7)(1) failed to report timely. [0](6),(0)(7)(1) reported the first mislead through ODS after 1500. The last one was reported at 1946. [0](6),(0)(7)(1) and I explained how this was completely unacceptable. We informed [0](6),(0)(7)(1) that [0](6),(0)(7)(1) would receive a letter for Failure to Follow Instructions. We also instructed [0](6),(0)(7)(1) to report misloads by 1500. [0](6),(0)(7)(1) committed to follow that instruction.

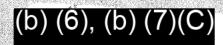
Misload View - Tot Pkgs (9)

Address	Tracking #	Consignee	Discovery/Service Provide	or / Discovery/Rte	Discovery/Driver Comment	Plan	RHIN
(b) (6), (b) (7)(C)	(b) (6), (b) (7)(C)	(b) (6), (b) (7)(C) 3-4	(b) (6), (b) (7)(C)	(b) (6). (b) (13D	4455
(b) (6), (b) (7)(C)	(b) (6), (b) (7)(C)	(b) (6), (b) (7)(C)				10B	7408
(b) (6), (b) (7)(C)	(b) (6), (b) (7)(C)	(b) (6), (b) (7)(C) 5-6				13D	4923
(b) (6), (b) (7)(C)	(b) (6), (b) (7)(C)	(b) (6), (b) (7)(C)				10B	MFR
(b) (6), (b) (7)(C)	(b) (6), (b) (7)(C)	(b) (6), (b) (7)(C)			BAD POW	10C	8010
(b) (6), (b) (7)(C)	(b) (6), (b) (7)(C)	(b) (6), (b) (7)(C)			BAD POW	17E	6900
(b) (6), (b) (7)(C)	(b) (6), (b) (7)(C)	(b) (6), (b) (7)(C)	(b) (6), (b) (7)(C)	(b) (6		15E	6416
(b) (6), (b) (7)(C)	(b) (6), (b) (7)(C)	(b) (6). (b) (7)(C)	(b) (6), (b) (7)(C)	(b) (6), (b) (7)(4		12C	RDL
(b) (6), (b) (7)(C)	(b) (6), (b) (7)(C)	(b) (6). (b) (7)(C)				12C	RDL









(b) (6), (b) (7)(C)

Visil and lotograph or seas the code in token house

UPS-CCHIL-D

"Alexa,

(b) (6), (b) (7)(C)

OH 447 9-20

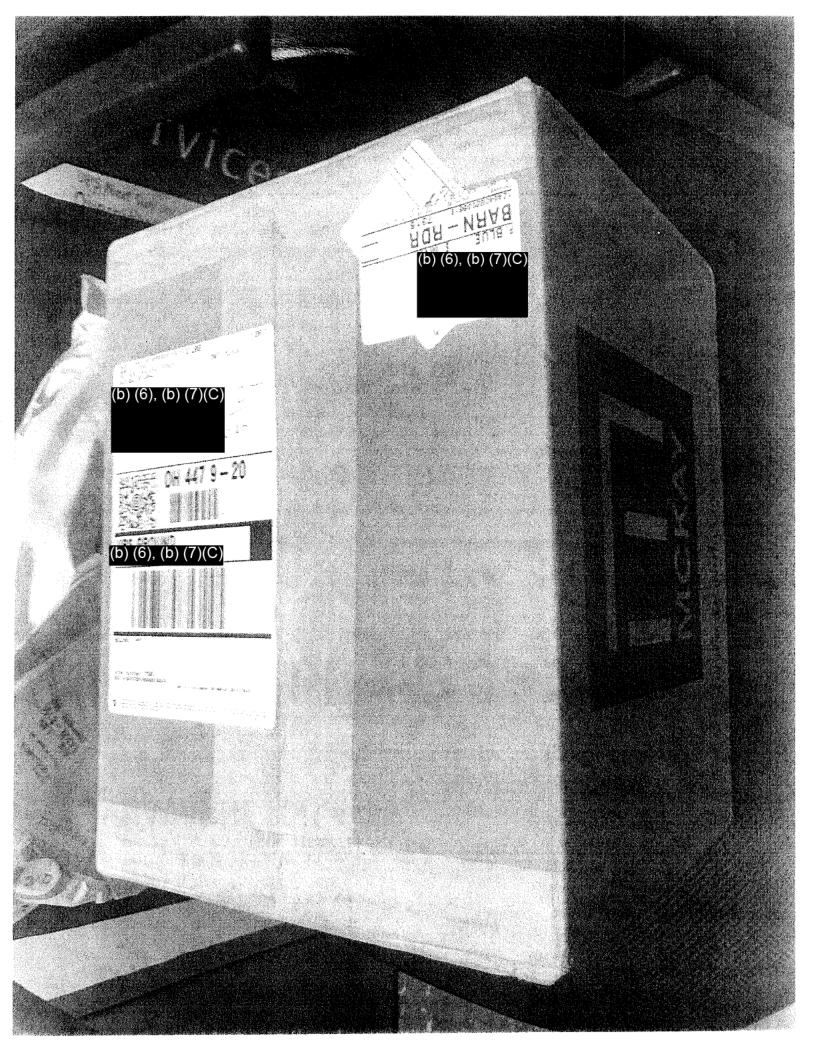
UPS GROUND

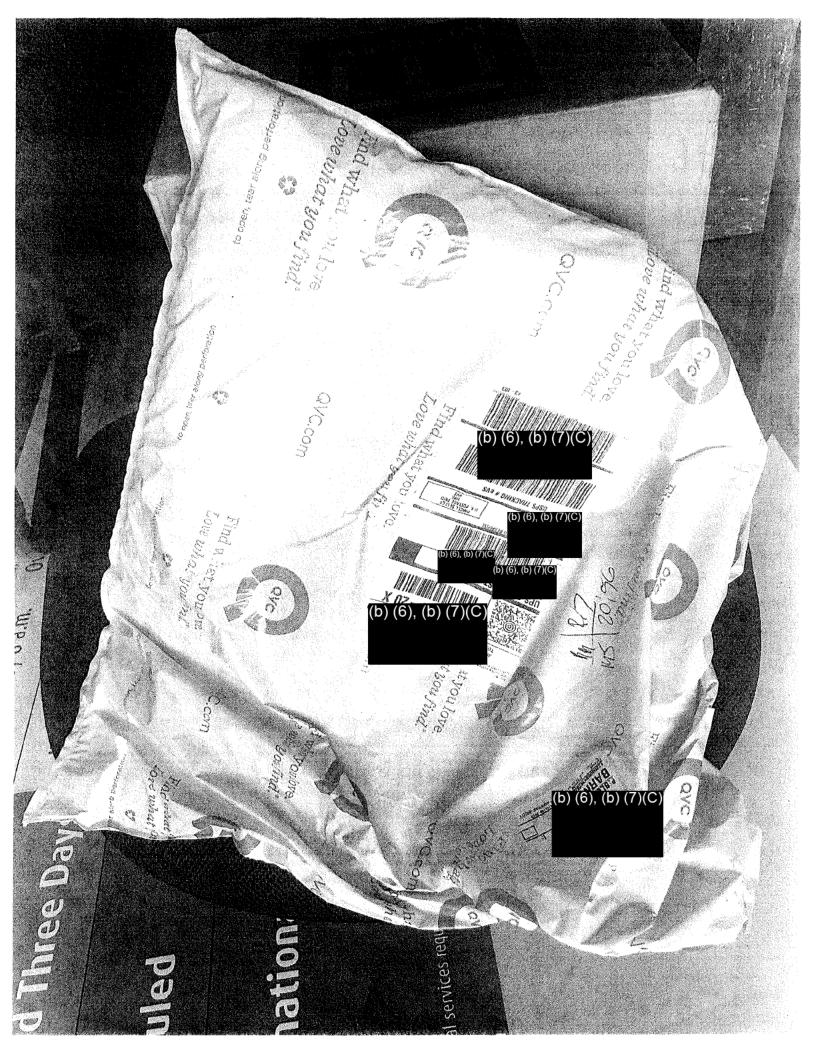
THACKING #: 17 053 298 03 4465 8376

(b) (6), (b) (7)(C)

DO NOT MISS OUT

UPS-CCHIL-D





STOP ADDRESS

S/A & Missed FOR DATE:

Print Date: Print Time: 06:01 Page: 1 of 1

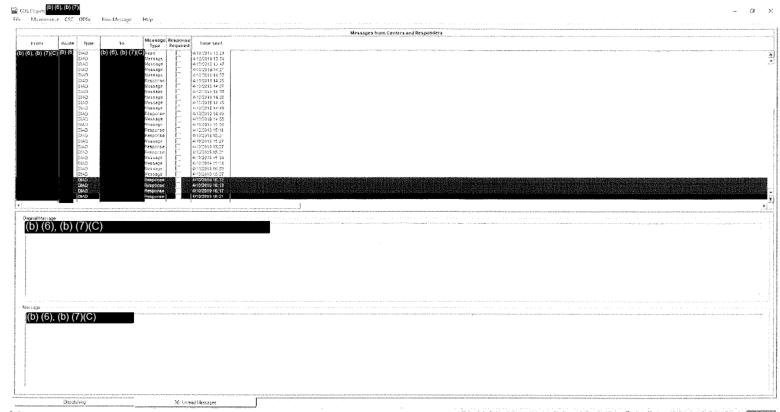
RES/COM STOPTIME ---INFO NOTICE SHIP # TRACKING # TYPE

---- CHARGE(S) --TYPE AMOUNT TYPE DISPOSITION

(b) (6), (b) (7)(C)	(b) (6), (b) (7)(18	(b) (6). (b)	Vehic	le(s):	(b) (6), (b) (7		-) / 7)/ C)			
(b) (6	6), (b) (7)(C)		COM (b) (6),	11:44 (b) (7)(C)	(b) (6), (b) (1)(C)		DEL	Closed 1
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(b) (6)), (b) (7)(C) .		RES	20:56	(b) (6), (b	o) (7)(Ć)	815-6	DEL	Missed
(b) (6)	, (b) (7)(C)			RES	20:57	(b) (6), (b	(b) (6)	E333		Missed
(b) (6),	(b) (7)(C)			RES	20:58	(b) (6), (b		(b) (7)(C)	DEL	Missed
(b) (6)	, (b) (7)(C)			RES	20:59	(b) (6), (b		7887 b)(6), (b)(6	Del	Missed
(b) (6), ((b) (7)(C)			COM				- ROE-		Missed
(b) (6), (b) (7)((C)		RES	21:01	(b) (6), (b)) (7)(C)		DEL	Missed



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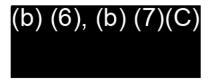
(b) (6), (b) (7)(C)



Account with (b) (6), (b) (7)(c) ago that downers are to go this ugh leads by 5:00 Pm to verity Commercial stops along with and misterals



(b) (6), (b) (7)(C) 2019



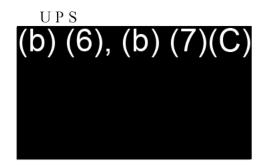
Dear (b) (6). (b) (7)(c)

Part of my responsibility is to assure that our employees are made aware of problem areas. Normally when pointed out, these problems are corrected.

You have been instructed in the past regarding failure to follow instructions, specifically regarding being out of uniform. Following instructions is basic and should not have to be talked about more than once. Your failure to follow instructions results in poor performance, poor work methods and possible service failures.

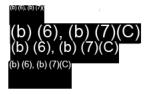
You have one of the best jobs in the community and you should do whatever is needed so that further disciplinary action, up to and including discharge, will not be necessary.

Sincerely,





pc:





NEW SERVICE PROVIDER TRAINING PROFILE U.S. Domestic Only

Day 2 — In-Class — UPS Uniform and Personal Appearance Guidelines

A professional appearance greatly impacts the way our customers view us and how our employees interact on the job. We require all employees—those who wear UPS-issued uniforms or those who wear their own personal clothing—to maintain a professional appearance that is appropriate for their work environment.

-UPS Policy Book

The UPS Uniform and Personal Appearance Guidelines represent the practical application of our company policy. The guidelines were developed to ensure that the appearance of all UPS people who meet the public while on the job reflect qualities that are part of our high standards of service and professionalism. Although the guidelines generally reflect UPS's company policy, some areas of the country may adhere to different standards as a result of collective bargaining, well established local practices, or the grievance process. Each UPSer who wears a UPS uniform is responsible for thoroughly reviewing and practicing the applicable uniform and appearance guidelines.

UNIFORM

- The complete uniform must be worn while on duty.
 Only designated uniform items are acceptable.
 Uniforms issued by UPS are to be returned to UPS upon conclusion of employment with UPS or upon UPS request.
- The uniform is not to be worn off UPS premises while
 off duty, or for personal use, except in those areas
 where a practice exists allowing a uniform to be worn
 to and from work. The uniforms issued are UPS
 property. Uniforms may not be sold, loaned, or given
 to any individual or organization.
- It is the responsibility of the employee to whom the uniform is issued, to be kept and maintained in accordance with current UPS uniform guidelines, and stored securely at all times.
- All uniform parts should be in good condition (no tears, frayed collars, etc.).
- Shoes must be black or brown only and of polishable leather. Shoes should be sturdy, slip resistant, and kept in a clean and polished condition.
- Undergarments that are visible shall be solid white or brown and should not extend beyond the sleeves of the shirt.
- Long pants must be worn with black or brown socks.
- Uniform shorts can only be worn with the new UPS logo socks.
- No long sleeve shirts with shorts

HAIRSTYLE

MEN

- Hairstyles should be worn in a businesslike manner.
- · Hair should not cover any part of the eyes.
- Hair should not extend below the upper half of the ear, nor below the top of the shirt collar in the back.
- Sideburns must be neatly trimmed and should not extend below the bottom of the ear.
- A mustache must be neatly trimmed and should not extend below the corners of the mouth.
- Except for mustaches described above, employees are to be clean shaven.
- Body piercing and tattoos must not be visible.
- Appropriate jewelry may be worn such as a watch and ring
- Visible orthopedic braces or other support devices must be professional in appearance.

WOMEN

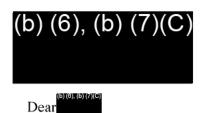
- Hairstyles should be worn in a businesslike manner.
- Hair should not cover any part of the eyes.
- The length of any hairstyle should not extend beyond the shoulders.
- Hair longer than shoulder length must be worn up, in a style such as a twist or a knot.
- Body piercing (except for post-type earrings which can be worn in both ears. Only one earring per ear is permitted) and tattoos must not be visible.
- Appropriate jewelry may be worn such as a watch and ring.
- Visible orthopedic braces or other support devices must be professional in appearance.

I have read and thoroughly understand the UPS Personal Service Provider Trainee Signature $(b)(6),(b)(7)(C)$	al Appearance Guidelines. Date
NSPT Lead Instructor Signature	Date

4300 E. 68th Street Cleveland, Ohio 44105 1-800-742-5877



(b) (6), (b) (7)(C) 2019



I'm extremely concerned about your safe driving methods due to your recent accident on 2019. You have driven safely from (b) (6), (b) (7)(C) 2017 to (c) (5), (b) (7)(C) 2019.

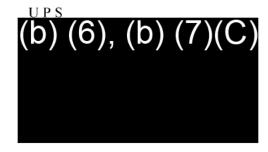
b) (6), (b) (7)(C

As you know, driving professionally and defensively is much more than simply observing traffic regulations. Top notch professional drivers constantly practice the principles of defensive driving. They always drive in a fashion that enables them to defend against situations and conditions that cause accidents.

We feel you have the ability to be that top notch professional and we expect you to do so. You are an important part of the UPS driving team and we need your help. We need you to drive skillfully, carefully and defensively every minute of every day.

If there is anything I can do to help you, please don't hesitate to contact me.

Sincerely,



(b) (6), (b)(b) (6),

pc:

(b) (6), (b) (7)(C) (b) (6), (b) (7)(C) (b) (6), (b) (7)(C)

Date Given to Employee:

By Whom: (b) (6), (b) (7)(C)

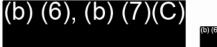
Employee Comments: "Ves" when casked if [1]

I am writing this letter of protest regarding an incident that happened on (b) (6), (b) (7)(c) 2019, while making a delivery to a customer located at (b) (6), (b) (7)(C) . As I was turning left into the customer's driveway from (b) (6), (b) (7)(C) I pulled in and secured the vehicle. I then stepped out of the truck and pushed the call button on the intercom to alert the customer that I had a delivery for them. The location has an iron gate over the driveway entrance and you must call the house to gain access to the property. After waiting for several minutes and no answer from the house I called because the driver who usually runs the route, to ask if [100] had the code to the gate because the one in the DIAD notes was incorrect. die did not have the code. At that point, the gates started to open and I got in the pkg car and started to go through them. A car from the house came up the driveway attempting to leave at the same time. At that point, I had to stop and was halfway through the gate. I then motioned to the driver to back up so I could pass by and make the delivery. [10] pulled forward, rolled down [10] window and asked me if I had enough room to pass by. I told be I did not have enough room and that would need to back down to the Y in the drive so I could get by and avoid any damage to the yard. seemed very irritated that I asked to do this. began to back up and I started to pull forward, when I noticed the gates shutting in my mirrors. I continued forward but could not accelerate due to the customer being too close to my vehicle and the passenger side gate scraped the pkg car and took off some paint. I pulled forward and secured the vehicle and looked at the truck to see if any damage was done. There was damage. Paint was missing on the middle rub rail and on the back of the body of the truck. I went to the driver in the car and notified that the gate made contact with the truck and there may be damage to the gate. We said wasn't concerned with that, we said was in a hurry and that I needed to get out of way, and that would deal with it later. I asked where do you want me to go. and I said can't you back out on the road (b) (6), (b) (7)(C) and I said to (b) (a) that backing is not an option. You have to back down to the Y so I can get by. backed up and I passed by and and are drove away. At that point I called the center and spoke to (b) (6), (b) (7)(C) and told what happened. then put (b) (6), (b) (7)(C) on the phone and I explained what happened to (b)(6), (b) (7)(C) instructed me to make the delivery and stay on the property which I did. (b) (a) (b) (b) (b) (c) (c) came myself were in the Massillon office reviewing the incident. They then brought up parking positions several weeks old and said that these decisions correlate with each other. (b) (6), (b) (7)(C) and I disagreed with that assessment.

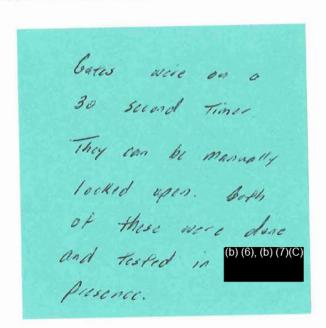
I felt that the only option necessary to avoid the gate striking the truck was to move forward. 6,(6)(7)(6) suggested that I should have not moved the truck and let the gates hit the truck on both sides.

This may have damaged the gates. I asked had I done that would I still be charged with an accident. did not know. On Saturday had Sunday had I done that would I still be charged with an accident. The gates were open and stayed open for an extended period of time. Also the entire time (b) (6), (b) (7)(c) and were conducting their investigation the gates remained opened as well which was approximately 25 minutes. It seemed to me that if the gates stayed open for this long of a time or longer why did they close on my truck so fast? Are there sensors at the gate that would detect an obstruction preventing the gates from closing? Can the gates be closed from a car or the house? Are they on a timer? I feel all these questions must be answered to make an informed decision before UPS deems this avoidable or unavoidable, and so that this does not happen to another driver.

Respectfully Submitted,









Mussillon	Center # .	Location CANTON BUILDING	Employee (b) (6), (b) (7)(C)	[(b) (6),	(b) (7)(C)	
Canter Name Cantre	Center # (b) (6), (b) (7)(C)	Location Location CANTON BUILDING	Trainer (b) (6), (b) (7)(C)	(b) (6),	(b) (7)(C)	
EHP CODE 0226 0192 1380 0229 0582 0907 1477		Training Programs Haz Mat Training (Attach Test) Conveyor Securing (Attach Test) Egress (PCM) PPE (PCM) Yard Control Non-Certified (PCM) Cool Solutions Heat Related Illness	Hourly Training Date (mm/dd/yy) (D)(O)(D)(O)(D)(O) s must match	6), (b) (7)	Trainer Training Date (mm/dd/yy) to mydd to mydd to mydd to mydd to mydd to grust to grust to grust to grust to grust	mate mate mate mate mate mate mate mate

 $Retain \ a \ copy \ of \ this \ completed \ form \ in \ the \ facility's \ Operations \ Health \ and \ Safety \ Compliance \ Manual \ for \ 3 \ yrs.$

Form last revised January 3, 2010

Package Car, Air Driver & Air Shuttle Driver Quiz Ver. 11.18.2016

Name:_(b) (6), (b) (7)(C)):Date:_	(b) (6), (b) (7)(C) <i>l</i> \$\frac{1}{5}\$ Center:_	(b) (6), (b) (7)(C)	
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Ensure the correct answers are reviewed before ending the class.

- If a customer asks you questions about the required packaging for hazardous materials, you should refer the customers to:
 - Your supervisor
 - b. Any Account Executive
 - (c.) The Hazardous Materials Support Center
 - The 3E Company.

Note: The telephone number for the Hazardous Materials Support Center is 800-554-9964 and can be found on the bottom of the Prohibited poster and pocket card.

- Upon return to your building, drop off all new hazmats at the designated location. Identify the information that indicates a package contains hazardous materials: (gelect all that apply)
 - A Shipper's Certification or IATA Dangerous Goods
 Declaration with the package
 - b. The Emergency Response Guidebook
 - c. Diamond hazard labels on the package
 - d. A Cargo Aircraft Only label on the package
- If you discovered a prohibited hazmat package, you would: (Select all that apply)
 - a. Place the package in a plastic bag
 - Stop the progress of the package
 - (c.) Notify a supervisor
 - d. Take it outside
- 7. To properly load hazmats in your vehicle, you should:
 - Ensure different classes of hazmats are separated by at least one non-hazardous package
 - b. Load with orientation arrows up
 - Load flat on the floor and stacked no higher than waist level and blocked and braced with non-hazmat packages on all four sides
 - d. Never use a food package to block and brace a package displaying a TOXIC label
 - (e.) All of the above

Note: Always ensure that hazmats are properly blocked and braced with no empty spaces so that the hazmat package cannot move during transport.

- When you see a package with a diamond hazard label, you should ensure the label is;
 - a Pictured on the Prohibited Poster
 b. Not pictured on the Prohibited Poster
 - c. On the top of the package
 - d. On two sides of the package
- Hazardous materials cannot be picked up from: (circle all that are correct)
 - (a.) Commercial Customer Centers (counters)
 - b. Industrial locations
 - (c) Call tags
 - (d.) Shippers that have hand-written shipping papers
- **6.** You must always carry shipping papers or shipper certification in:
 - a. Your pocket
 - b. The back of the package car or trailer
 - (c) The cab
 - d. Any place you want to
- When picking up a hazmat package, you must ensure: (Select all that apply)
 - a Contents are not prohibited
 - The shipping paper is computer-generated or preprinted
 - Diamond hazard label is the same as indicated on the shipping paper
 - d) Carton is new or like-new

Package Car, Air Drivers and Air Shuttle Drivers Quiz

- 9. Always verify that Limited Quantity-Air packages have: 10. To obtain information about the products used in your The appropriate diamond hazard label facility, you could request: UPS hazardous materials shipping papers a. A sample to be tested The appropriate UN number and proper shipping b)A Safety Data Sheet (SDS) name on the carton c. A warranty letter Orientation arrows d. A Shipper's Certification list of hazmats shipped Note: Always check the designated service for all ORM-D and Limited Quantity packages. ORM-D and Limited Quantity packages are not permitted in air service. Designated air service includes NDA, 2 DA, and 3-Day Select as well as ground service to AK, HI, PR & Avalon, CA. 11. The Shipper's Certification must be: 12. The Shipper's Certification: (a.) Carried in the cab and turned in at the facility a. Replaces the Package Manifest b. Used in place of the pick-up record b. Must be computer-generated (c.) Is required by the DOT for transport
 d. Provides an abbreviated list of hazmats shipped c. Signed and dated by the driver d. Computer-generated Note: The Shipper's Certification cannot be used in place of the Note: The Shipper's Certification is needed for DOT purposes. pickup record and cannot be signed by the driver. Don't confuse the Certification or Hazmat Manifest with the shipping paper. Salvaged, undamaged hazardous materials from a **14.** The hazmat marks and label on a product tells you:
 - damaged package can only be returned to the shipper via a. The identity of the hazardous chemicals GROUND service in:
 - b. Any hazard warnings
 - c. The name and address of the chemical manufacturer or importer
 - (d.)All of the above
 - 16. On road, if you discover a package that is leaking, unusually warm to the touch, smoking, or fuming, you must take which of the following actions:
 - a. Don't touch
 - b. Safely park and secure the vehicle
 - Notify your supervisor
 - d. All of the above

17. If a shipper or a package causes you to have security concerns, you should:

15. If you have an air package with Limited Quantity-AIR

UPS Hazardous Materials shipping papers

An approved drum designated SALVAGE DRUM

Open the package

A new carton

The same carton

None of the above

Diamond label

Shipper's address

Orientation arrows

markings, what should you look for?

Notify your supervisor or manager

- Record the shipper's telephone number
- Obtain an SDS
- 19. How do you know where to assemble for a tornado warning?
 - (a.) From the Emergency Evacuation Plan posted throughout the building
 - From another employee
 - Just luck
 - The weather station

- 18. When you hear the evacuation signal, you should
 - a. Go to the nearest exit
 - b. Meet at an assigned location
 - c. Wait for notification from management before reentering the building
 - d. All of the above
- 20. When you deliver a hazmat package, you should:
 - a. Make sure it is not leaking or damaged
 - b. Keep orientation arrows up when leaving it at the customer's location
 - Discard the corresponding shipping paper d. All of the above



CONVEYOR SECURING TEST

(Employee Interview Form – interview to be conducted by Operations Management or Health and Safety Committee Member)

Employee Name: Shift and Work Are Test Conducted By Comments:	(b) (6) (b) (7)(C)	Employee ID #:(b) Date:) (6), (b) (7)(□ <u> </u>	C)
-	ceived Conveyor Securing and Lockout- wledge of the procedures.	-Affected Training. T	his test is int	ended to
Correct Response	- Check $(\sqrt{\ })$ YES or NO in the box next to	o each question.		
Indicate which of	the following procedures could be perform	med using the Conveyor	r Securing Pro	ogram.
1.) Can Convey	or Securing be used in the following situ	ations?	YES	NO
a.)	Move a diverter (Conveyor Securing)			
b.)	Retrieve a Next Day Letter caught in a d	lrive system		
c.)	Break a jam		P	
d.)	To walk off the belt at the end of the sor	t		
e.)	Retrieve a package under a stopped boxl	line		
2.) Can you rem someone else app	ove a securing device from a conveyor solied?	ecuring station that	· []	
,	ove a lock that a lockout-authorized em nt that was being serviced?	ployee placed on a		\triangle
4.) What would	you do if you found a lock on a piece of	equipment you neede	d to use?	
b) Nothi	ne lock ng y your supervisor, who must follow specifi n outside service	ic procedures to arrange	e for lock rem	oval.

Cool Solutions



Cool tip

Eat light meals and avoid all alcoholic and caffeinated beverages.



Stating cool time summer

Wear clothing that is:

- Loose
- Lightweight
- Light-colored

This allows the body to perspire. Perspiration is your body's primary defense against heat.

Visit UPSers.com for more information on how to stay cool this summer.

Diolyou

Know

Alcohologo

Colfense

Egress Training

UPS Procedures for maintaining access to exits

Egress

- A way for occupants of a building to quickly leave in case of an emergency
- "Exit" signs are in place to direct occupants out of and away from the building
- The designated path must be arranged and maintained to provide a free and unobstructed means to exit all parts of the building at all times.

What makes up an exit?

- Exit route is a continuous and unobstructed path of exit travel and consists of three parts...
 - access to the exit
 - the exit
 - and the discharge.
- · An exit route includes all vertical and horizontal areas (stairs, ramps, aisles, etc.).

Irregular trains

- Stopped or parked in an exit route to load and unload packages
 - Stopped or parked no longer than necessary to load or unload
 - Shall be attended at all times
 - the driver is in the train cab or
 - working within 50 feet of the train
 - It is the driver's responsibility to move the train out of the exit route promptly in an emergency.
- · Irreg trains should never be parked in front of a pedestrian exit door
- · Irreg drivers are not to place packages or materials at the top or bottom of a stairway

Sort Aisles

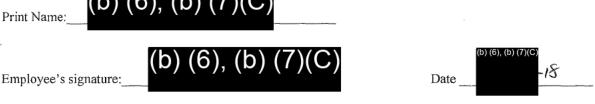
- Sorting operations where packages, materials, or equipment must temporarily be placed on the floor of the sort aisle
 - placed on one side of the aisle
 - leave at least one path for exit access
 - at no time is it permissible to place a package, materials, or equipment at the top or bottom of a stairway

Load / Unload operations

- Employees in the load, unload, pick-off and sweepers
 - Each employee is responsible for monitoring conditions in their work area
 - Ensure packages or materials on gratings, platforms or the floor of a trailer are minimized
 - packages or materials are only temporarily placed on the walkway / platform or floor of a trailer
 - Includes packages that spill off a belt or chute
 - Communicate to supervisor or get help to address the condition in a timely manner
 - At no time it is permissible to place a package, materials or equipment in front of an exit door or at the top or bottom of a stairway

Exit doors and stairways

Packages, materials, or equipment may not be placed permanently or temporarily in front of an exit door or at the top or bottom of a stairway.



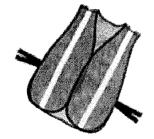
Heat Stress Quiz

1.	Everyone needs to drink of water everyday.
	A. 12-16 glasses
	B 8-10 glasses
	C. 1 gallon
2.	You can substitute soft drinks for the recommended amount of water. True or False
3	Signs of dehydration include(circle all that apply)
	(A.)Dizziness or feeling lightheaded
	B Muscle cramps
	(C.)Dry or sticky mouth
	D. Loss of appetite
	(E) fatigue
	F.Dark/Discolored urine
4.	Losing sleep, obesity and skin disorders can increase your risk of heat stroke. True or False
5.	Heat stroke is serious and can be fatal. True or False
_	bloyee Signature (b) (6), (b) (7)(C) bloyee ID (b) (6), (b) (7)(C) Date (b) (6), (b) (7)(C)

Facility Yard Control Safety Procedures

General Yard Safety Rules:

- ONLY certified yard personnel are allowed in the yard outside of the designated pedestrian walkways and break areas
- All facility employees, whether certified or non-certified, must use the pedestrian doors to enter or exit the building



- When on a break, all employees are required to remain in the marked break areas
- Persons authorized to drive vehicles in the yard must obey posted speed limit signs and wear a safety belt at all times



- Vehicles must be equipped with operable headlights, hazard lights or reflective material that provides 360 degree visibility
- Employees authorized to drive vehicles in the yard are required to take the ignition keys with them whenever they leave the vehicle
- All certified yard employees are required to wear a reflective vest anytime they are working in the yard
- A certified yard employee must place an orange cone when working in the yard

Incident Detail Page 1 of 1

INJURY/ACCIDENT REVIEW (b) (6), (b) (7)(C)

back

There are no accidents reported!

There are no injuries reported!

Date: SWM Drivers License Safe Drive 2017 Expiration: 2019 Years: 1

Date: 2017 Expiration: 2020 Date: 2018

Hire Date: (b) (6), (b) (7)(C)

UPS Distracted Driving Procedure

The well-being of our people, business partners, and the public is of utmost importance. UPS is committed to safe driving and continues to be a leader in implementing health and safety training for its drivers. Our commitment to safety is award-winning; garnering wide recognition throughout the industry.

Recent studies by the National Safety Council, federal agencies, and other groups have demonstrated the use of cell phones and other wireless devices while driving pose a significant safety risk. Therefore, effective immediately, UPS has issued the following procedure on distracted driving:

- UPS has adopted a policy on texting and mobile phone use.
 - Drivers should not engage in answering text messages, checking email, or Internet surfing while the wheels of any vehicle are turning or in any public right of way.
 - This includes cell phones, BlackBerries, iPhones, DIADs, and other similar devices.
 - Recognizing it's possible to use wireless devices in hands-free mode, (such as a wireless headset or Bluetooth device), UPS encourages its drivers to avoid all in-vehicle distractions and to move the vehicle out of the public right of way, and be completely stopped in the event they must use a device.
- While UPS requires employees globally to follow all laws from the national to the local level, we also encourage all employees to avoid any in-vehicle distractions, even in localities where no distracted driving legislation has been enacted.
- If a device must be used by a UPSer while driving, move the vehicle out of the public right of way, and be completely stopped prior to use.

As a leader in traffic safety, it is important to UPS that our employees who operate vehicles while conducting business on the company's behalf serve as role models and demonstrate safe driving behavior on the roads at all times. By meeting our own high safety standards, we will be contributing to the well-being of our people, business partners, and the public.

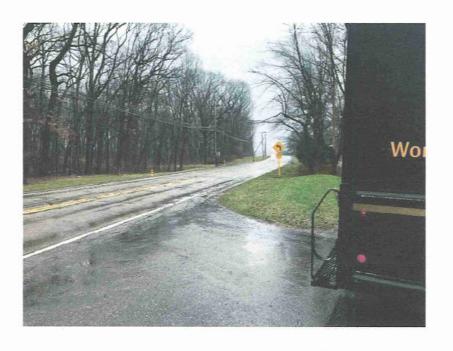
Interse	ection Crash Avoidance Certification
	YELL at every Intersection!
Date: (b) (6), (b) (7)(C)	Center: ///ASSIMD
Driver: $(D)(O)$, (b) (7)(C) Trainer:(b) (6), (b) (7)(C)
· · · · · · · · · · · · · · · · · · ·	
Oriver Has Supervisor Knowledge Clarifies Yes or No Yes or No	Knowledge Review: Rules of Intersection
	V
Rule 1:	Yield the right of way.
Indicators	Allow on-coming traffic to clear before turning. If turning left, make sure you have adequate time to complete the turn safety.
	Watch for turning vehicles at intersections that may obscure oncoming traffic behind them.
	Never overtake or pass other vehicles in an intersection and never assume you have the right-of-way.
(Id)	-
Rule 2:	Expect the unexpected.
Indicators	Move through the intersection at a speed that will allow you to stop if necessary. Anticipate unexpected stops by the vehicle in front of you.
	Count 1,2,3 after the car in front has begun to move.
Carried to the contract of the	
YE Rule 3:	Look left, right, left.
Indicators	Keep your eyes moving. Look left, right, and left again before proceeding through the intersection.
	Scan - Don't Stare.
	When approaching an intersection with a traffic light, determine your "decision point" - an imaginary distance from the intersection that is determined by traffic and road conditions.
	of many distance from the intersection that is determined by traine and road conditions,
Rule 4:	Leave yourself an out.
Indicators	Prior to entering intersection, check your mirrors for activity behind you.
	Adjust your vehicle's speed in relation to traffic, road, and visibility conditions.
	Leave 1 car length in front when at a stop.
•	
Yes or No Tr	ainers Review of "Critical Intersection Items"
1. Make Adjustments for I	
	s not being able to stop at intersections.
B. Brake early to avoid slid	
2. Avoid Distracted Driving	
A. Never use your cell pho	
B. Never look at your DIAD	ing Traffic Situations for the Unusual or Emergencies.
A. When approaching an ir	ntersection, be prepared to stop.
B. Ensure you cle (b) (6)	(b) (7)(C) tering intersection.
Trainer Signature:	Driver Signature:
	(b) (6), (b) (7)(C)
	Date:
Manager Signature:	
Date:	

	0 1 6 11	0.10
Backin	g Crash Avoidand	ce O12
PRE-TRIP PROCEDURES Driver visually checks to see the entire rear bumper in moniconduction of the Day/Night controls during pre-trip Properly adjusts the Bright/Contrast setting Driver listens for the audio function of the camera sys, where Driver inspects both mirrors for proper position	The clarity of the Driver visually testing rev	Yes/No The distance of view through the monitor (30 feet) the image will be altered due to shadows/Sunlight. In clears the backing area prior to maneuver Amera is not a replacement for existing backing methods that the system does not detect overhead objects
Planned number of BACKS	27 Actual nu	umber of BACKS 22
Date (b) (6), (b) (7)(C) (C) Driver (b) (6), (b) (7)(C)	Т	Center (b) (6), (b) (7)(C) Trainer
Observation Tallies - Stroke	Count Occurrences - Give Ap	opreciative and Constructive Feedback
Drivers Side Backs	Straight Backs	Blind Side Backs
Notes:	Notes:	Notes:
Cleared High-Low-Protrusions	Unnecessary Back	Sounds Horn
Notes:	Notes:	Notes:
(b) (6), (b) (7 Print Driver Name: (b) (6), (b) (7 (b) (6), (b) Print Trainer Name (b) (6), (b) (b) (6), (b)	(7)(C) Tr. Da	river (6) (6) (6) (6) (7) (C) rainer Signature ate 18 anager Signature ate
Trainer Instructions to Driver:		
Miceon White	NECESSAY, USE C	AMEM AS ADOITIONS

Auto Crash Prevention Report												
UPS	(b) (6), (b) (7)(C)		Employee Name			(b) (6), (b) (7)(C)			Employee ID		(b) (6), (b) (7)(C)	
Occurrence # Crash Date	®) (6), ®) (7)(2019		Time of Crash			10:40 AM		Cente	l D	(b) (6). (b) KG	MASSILLON	q
Employee Type	Full-time	Emplo	oyee Job	Packa	ckage Driver		Hire Date (b) (6), (b) (7)(C)			(b) (6), (b) (7)(C)	
			2019 Date 1		eport Started (0)(6), (0)(7)		(b) (6), (b) (7) 2019	Date Investigation Ende		Ended	(b) (6), (b) (7) 2019	,
Drivers Supervisor		(b) (6), (b) (7)(C)				Person(s) Conduct Investigation			(b) (6), (b) (7)(C)			
Weather Conditions at the time of the accident:		Rain					Road Conditions a	The state of the state of	Wet			
Cause Type		Entrance gate			Ot		oad Type icle/object	CURVE W	JRVE WITH GRADE			
Equipment	858533	Equipment Ty	KAGE CAR			volved: Fence						
Location Type:	What was th		UPS driver doing at the time of the Crash? Residential			Road or	· Δrea:	GO	ING STR	AIGHT Drivewa	v	_
Crash Location:			(b) (6), (b) (7)(C) Canton, OH						
Crash Description	Driver was p	alling thru a gat	ling thru a gate at a residential stop where became blocked by a vehicle coming up the gate closed before the driver could safely pass thru.							ate timer	expired and th	e
In your opinion	n, what caused the cras	h?	В,		pulling forward thru a closing gate.							
Which of the Five Seeing Habits can be with the behaviors prior to the co					This crash was classified			ified as:	as: Avoidable			
Which eleme	nt of the 10 Point Con behaviors prio	nentary can be associated with the to the crash?			Use of Mirro							
Did the driver return to work on the next work day?		Yes	RTW Date:	2019	If driver did not RTW on next Work da please explain:			k day				
	f Causes	Prevention Activities			Assigned To:			P	lanned Da	ate	Completion Da	ate
Driver failed to get the big picture. Driver did not see homeowner coming up driveway.		identify and in path. examples wh can pose has well as	(b) (6), (b) (7)(C)				© (© (© (© (© (© (° (° (° (° (° (° (° (° (° (° (° (° (°		1			
Driver failed to check his mirrors prior to pulling forward.		E - Employee to detail the importance of how we use our mirrors to identify hazards prior to moving the vehicle. (i.e. backing, pulling from the curb, etc) Employee to further write a testimonial on how he can use his mirrors to prevent future crashes such as this. W - Workgroup to complete handout on using mirrors to identify hazards. Picture to include driver's viewpoint looking to rear from driver's seat. Driver's to circle all objects that present hazards. Drivers to write in how they react to hazards that are identified via the mirrors.			(b) (6), (b) (7)(C)				(b) (6. (b) (2019 (b) (6. (c) (2019		(b) (6), (b) (7)(C)	g
		Workforce Notification of Auto Crash Safety Committee Review Space & Visibility Follow Up Training (If Preventable) Online Assessment Completed (If Preventable)			(b) (6), (b) (7)(C) (b) (6), (b) (7)(C) (b) (6), (b) (7)(C) (b) (6), (b) (7)(C)				(b) (6, (b) (7,7) (c) (6, (c)		(b) (b), (b) (7)(c)	;
Employee Signature:		Photographs and (Interviews if Applicable)			(b) (6). (b) (7)(C)				(b) (6). (b) (7)(c)			
Business Manager:		(b) (6), (b) (7)(C)			Date:				(b) (6). (b) (7)(C)			

* Relised To Sign





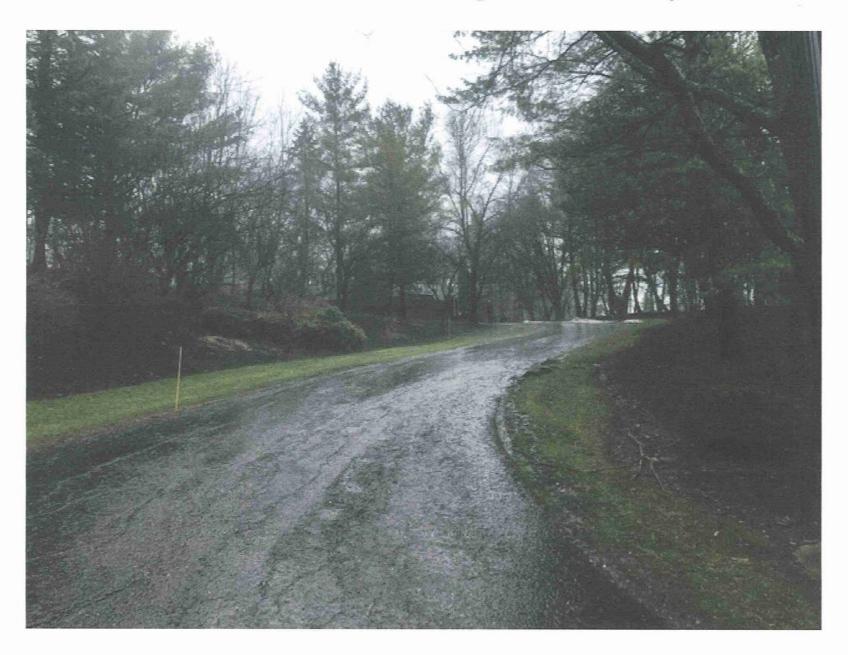




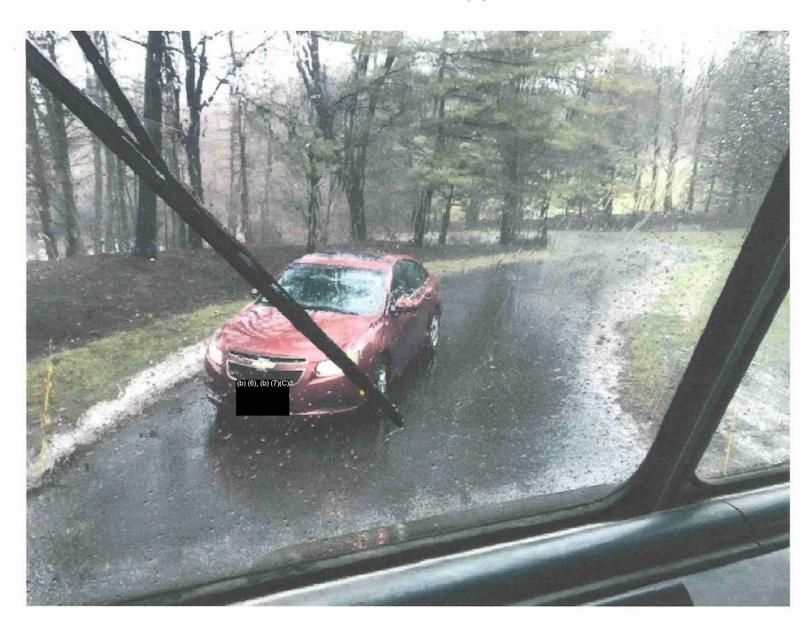
Driver's View looking down Driveway



Homeowner's View looking down Driveway

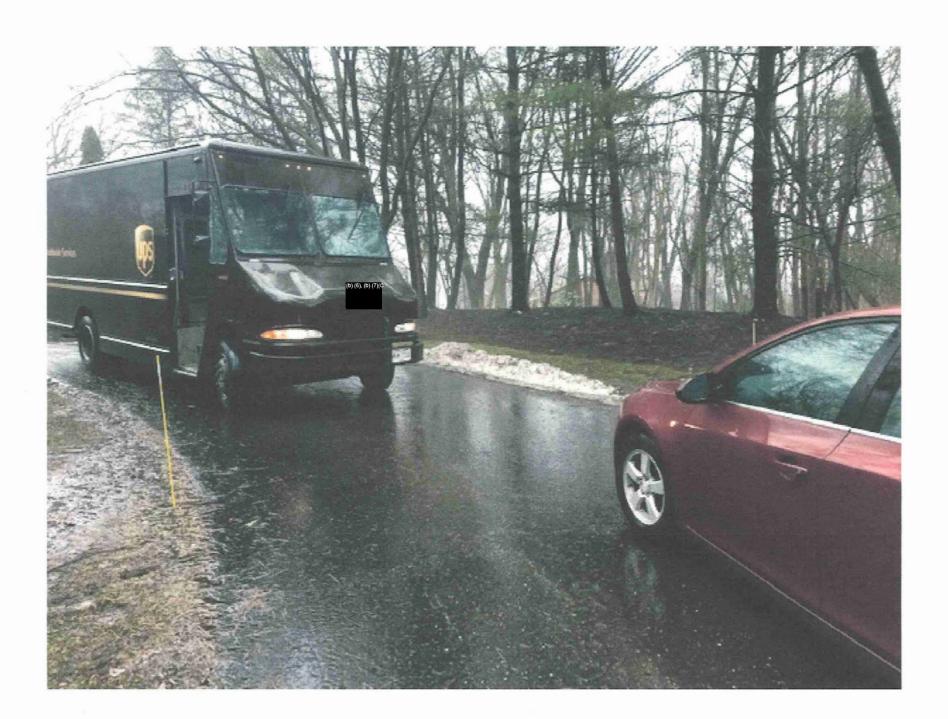


Where homeowner stopped vehicle



Where driver had stopped













Training Transcript for (b)(6),(b)(7)(C)

Date Range: (b) (6), (b) (7)(C) / 2019 - (b) (6), (b) (7)(C) / 2019

History Type: All

Training Type: eLearning, Instructor-Led And GEMS

eLearning Courses	S			
	GEMS			
oleted Exported ate GEMS	To Eyport	Trainer	Signature Date	Trainer Notes
		G GEMS	e GEMS Date	e GEMS Date Date

Course Name	Lead Instructor	LMS Active	EHP Code	Completed Date	Exported To GEMS	GEMS Export Date
		**** No	Records Ava	ilable ****		

GEMS T	raining					
Course Name	GEMS Active	111111111111111111111111111111111111111	Completed Date	Trainer	Signature Date	Trainer Notes
On Line HR Assmt-Tier 1	Yes	0853	(0) (6), (0) (7)(9	N/A	(b) (6, (b) (7) /2019	IE LMS CBT

(h) (h	Crash Follow-up (enter crash date)
Date Of C (b) (6), (b) (7)(C)	D), (D) (7)(C), (B), (B), (B), (F), (C), (C), (C), (C), (C), (C), (C), (C
Driver: (b) (6), (b) (7)(C) Observer: (b) (6), (b) (7)(C)	License Expiration (b) (7)(C) (b) (b) (c) (c) (c) (c) (d) (d) (d) (d) (d) (d) (d) (d) (d) (d
Observer: (b) (6), (b) (7)(C) Ride Start Time: Ride End Time: 77 Demonstr	SLIC #:DOT Expiration:
(Military Time)	and third (minuty time) trong
nstructions: Enter "Y" or "N" in the check box as appropriate for each statement	A minimum of three observations for each statement must be
nade in those areas with three check boxes. If not observed, review with employ	ee and enter "R" in the check box.
PRE-TRIP INSPECTION OF VEHICLE	KEEP YOUR EYES MOVING (Continued)
1.Looks for leakage of coolants, fuel, lubricants	Intersections
2.Checks all tires, marker lights, doors, glass, mirrors, reflectors 3.Checks horn, windshield wipers, gauges, steering, defrosters, fuel	41.Heeds all traffic signs 42.Approaches intersections prepared to stop
4.Checks brake action and hand brake adjustments	1 1 2 43. Checks left, right, left at all intersections
5. Checks emergency warning devices, fire extinguisher, U6350	44. Checks mirrors while approaching intersection
6. Checks rear vision camera/monitor and reverse lights	45. Stops behind stop line or cross-walk
7.Checks turn signals, headlights, emergency flashers 8.Checks for hazardous materials poster, Emergency Response Guide	46.In neutral, emergency brake on at stop light (manual) 47.Foot on brake, emergency brake on at stop light (automatic)
9. Checks seatbelt, DOT number, reviews DVIR and signs if required	48.Counts one, two, three after vehicle ahead moves
10.Adjusts mirrors at <i>Mirror Station</i> prior to leaving	49.Handles stale green lights and point of decision
ENGINE, CLUTCH AND TRANSMISSION	1 50. Scans steering wheels of parked vehicles 1 51. When stopped to turn direction, maintains steer axle straight
11. Buckles belt, starts engine	51. When stopped to turn direction, maintains steer axle straight
12.0363 Older property, Still gears shooting in sequence	LEAVE YOURSELF AN OUT - Be Prepared. Expect the unexpected
13.Refrains from over revving and / or rolling back	52 Leaves other vehicle sufficient space
NIM HIGH IN STEERING - Find a safe path well ahead	53.Maintains 4 - 6 seconds following time in speeds<30 mph
Y Y 14.Looks ahead in travel path	55. Allows for space on all sides of vehicle
15.Centers vehicle in traffic lane at all times	56.When starting up at an intersection looks left, right, left
16. Hands properly positioned on steering wheel	57. Uses path of least resistance 58. Adjusts speed to varying road, weather and traffic conditions
17. Walntains proper triving posture	Backing
Turning	59. Avoids all unnecessary backing including residential driveways
19. Checks traffic and turns when path is clear 20. Makes smooth, safe turns, and centered in traffic lane	7 y 60. If necessary, back first
21. Squares corners - does not cut short, turns lane to lane	61.Checks rear immediately before backing 62.Taps horn continuously when backing
NV 22. Avoids shifting on turns Parting	7 V 63 Looks back as well as checking mirrors and monitor
23.Applies "right turn on red" correctly	64. Backs to driver's side Books A. W. // 65. If in doubt or conditions have changed, driver gets out and looks
BET THE BIG PICTURE - Stay back and see it all	66.Backs at a controlled speed
24.In city or residential traffic, looks one block ahead	67. Uses monitor and volume of rearview camera
25. In city traffic, looks building line to building line	68.Recognizes doubtful situations
26.0n highway or rural roads, looks fence line to fence line 27.0n highway or rural roads, looks one-half mile ahead	MAKE SURE THEY SEE YOU - Don't Gamble. Use horn, fights and signals
28.Uses proper space cushion to avoid sudden stops	69.Establishes eye to eye contact
29. Adjusts to changing traffic conditions	70.Uses horn properly
30.Does not tailgate, maintains proper space cushion 31.Identifies "billboards" and adjusts to traffic conditions	71. Upon return to car, scans area around vehicle car Log
32. Passes with sufficient and clear space ahead	73.Rechecks if conditions have changed
33.When stopped in traffic, leaves one car length	74. Signals lane changes well in advance
CEED VOUD EVED MOUNTAIN COMMISSION	75. Dims headlights for oncoming traffic
EEP YOUR EYES MOVING - Scan, don't stare	70 V 76. Signals intention well in advance Stopping
35.Does not stare, disposes of eye-holding problems	77. Alerts traffic to rear when stopping, comes to a full stop
36. Moves eyes using the triangular method	78. Uses four-ways as prescribed by DOT, parks close to curb
37.Checks mirrors every 5 to 8 seconds Parmy Railroad Grade Crossings	79. When pulling from curb, looks over left shoulder 80. Checks mirrors and pulls mirrors in when stopped
Y Y 38. Approaches prepared to stop, foot covering brake	777
39.Clears crossing by looking left, right, left in advance	POST TŘIP
الم	81.Checks exterior - tires, all lights, doors, glass, mirrors, reflectors 82.Checks horn, windshield wipers, gauges, steering, defrosters, fuel
service Provider knows the 5 Seeing Habits: Yes	83.Check emergency equipment. Checks brake action & hand brake adjustments
service Provider knows the 10 Point Commentary : Yes_1/No	84.Checks vehicle for damage, complete & sign DVIR only if repairs needed
orill Drive completed: Yes No	Reviewed the UPS Crash/Injury reporting requirements: Yes
teviewed the UPS Distracted Driving Procedure: Yes // No	Reviewed DOT Hange To Compliance: YesNo
nstructions Given (by number) - Instructed Service Provider to:	STRUCTED (1)(6)(6)(1)(6) TOins clotch properly, Shift
gears smoothly fin Sequence to	prevent stalk (19) check traffic & turn when park
selear Toprevent intersection cra	s L. (1) Square Corners, don't short cut & Tork line tolow
opresent sides wipes. (2) avoids	the string on turns to have best control of volked
TIChecker MOrs every 5 rogsec	ouds TO Know what is avound velye lette select
(b)(b)(b)(t)(c)	esore speed to prevent chash
evice Providers Commitments: will allowed 5	hifting an turns and check our ross
Irginals need to be filed in Center Personal File	

New Driver Training

Periodic Driver Training

(b) (6), (b) (7)(C)

United Parcel Service

Service Provider

Record Of Safety Ride

	(b) (b) (b) (7)(C)
#	Traight priorto Turning to prevent hitting fixed objects
<u> </u>	hitting fixed objects
	Pinstracted (b) (6), (b) (7)(c) to avoid all unnecessary backing To reduce risk of backing crush
64	Linstructed (b) (6), (b) (7)(C) TO back TO drivers To have
7)	I instructed to scan avound vehicle when returning from 5+0p to look for hazards
72	Behind to look for pedes trians, pets and toxs,
L	
#	
#	
#	
L	
#	
#	
Employee Comm	nitments:
Service Provider's Trainer's Signatur Business Manage	(b) (6), (b) (7)(C) Date: (b) (6), (b) (7)(C)
Revised 09.14.2017	

Record of Safety Ride Addendum - Instructions Given (by number) - Instructed Service Provider to:

	Ups	Service Provider Record Of Safe Work Methods (SWM)	
	Observation S Demonstratio Instructions: E	(b) (6) , (b) (7) (C) Previous Safe Work Methods as: (b) (6) , (b) (7) (C) Previous Safe Work Methods Training Date.	g proced mpleted
	Job Set Up	o - Preparation for the Workday Prevents Injuries s early and gets organized - Has a set routine es to control body heat	Lo
	3. Wears 4. Stretc 5. Has a	s sturdy work shoes with leather uppers & slip-resistant soles has or Warms-up prior to job start ppropriate equipment to complete the job (carry aid, highlight tape, etc.) ps condition of carry aid	7
	7. Knows 8. Conce 9. Emplo	route hazards (bad dogs, poor walk paths, etc.) entrates on the tasks at-hand and avoids distractions yee has water and knows areas to obtain water and shade along route	7
	Select and	10. Drinks water early and often throughout the day Remove Package 11.(L/L) Driver rotates feet, hips, and shoulders when exiting the seat 12.(P/P) Driver squares shoulders, keeps elbows close to the sides,	1
×		and hands in front of body when opening bulkhead door 131(L/L) Driver gets close to the package prior to handling 142 (L/L) Driver positions feet and establishes firm footing 153(L/L) Bends at the knees, lowers the hips - keeps the natural curve of the back 164(L/L) Tilts package up & back to test for weight, shifting	Y Y Y
	¥ ¥ ¢	contents and other packages on top that cannot be seen 175(L/L) Gets a firm grip and grasp opposite corners 186(L/L) Litts with a smooth, steady motion—doesn't jerk 197(L/L) Moves feet-step or pivot—doesn't twist	To \$
	ÄÄÄ	208(L/L) Uses the existing equipment or shelf to assist in lifting and towering 21.(L/L) Slides, waks or rolls heavy, irregular object	¥
	yyy	22.(P/P) Squares shoulders in the direction of package movement & keeps elbows close to the body when pushing packages into the selection area 23.(P/P) Driver squares shoulders, keeps elbows close to the sides, and hands in front of body when closing buikhead door	K
jes.	Exit the Ve	24.(S/F) Parks to avoid slip and fall hazards 25.(S/F) If necessary, packages are placed on the cab floor before exiting curbside door	XXX
×	X L A	26.(S/F) Packages are placed on cargo floor when making rear door a delivery 27.(S/F) Uses the handrail when exiting the vehicle Signature for the second surface before stepping off vehicle.	Ent
	777	[29 (S/F) Driver faces vehicle when exiting driver side or rear cargo area [30 (S/F) Does not jump off cab steps or rear bumper - establishes firm footing 31.(L/L) Leverages carry aid on cab steps or rear bumper using bumper	y
	To / From (glides and wheels when lowering out of car Customer - No Carry Aid / Hand Cart 32. (P/U)Taps horn, identifies signs of potential dogs & announces "UPS" 33.(S/F) Avoids using DIAD on stairs, crossing the street, or whenever unsafe 34.(L/L) Carries package close to the body within the power zone 35.(S/F) Uses optimum carry that does not obstruct vision of the walk path	Dep
	YYY	36.(S/F) Uses designated walk path - shortest path that is safe when going to/from the vehicle 37.(P/E) Crosses street from rear of vehicle 38.(P/E) Establishes eye contact with operator of powered equipment	
K) K)		39.(P/E) Uses pedestrian door when entering and exiting a facility Levi 40.(S/F) Uses stairway handrails to establish firm footing. 41.(S/F) Places entire foot on step when possible & uses every step 42.(S/F) Looks before stepping - Scans walk path & avoids phone or texting 43 (S/F) Does not jump on, off, up, or down stairs, steps, docks, platforms, etc.	wes
<i>y</i> .	<i>Y Y Y</i>	44.(S/F) Makes adjustments to walking stride and speed based on changing conditions	

14.(SPr) wakes adjustifies to waking stitue and speed vase of inclanging control of the state of

ahead of the other, and establishes firm footing
48.-3(L/L) Bends at the knees, lowers hips - keeps the natural curve of the back
49.-4(L/L) Tilks package up & back to lest for weight, shifting contents.

| Jak.(L/L) Stoes, wars or roles neavy, irregular output
| Job. (P/U) Stacks package securely with bottom fully supported
| Job. (P/U) Ensures highlight tape is on all six sides of over 70lb (30kg) packages
| Job. (P/U) Is aware of surroundings at customer location
| Job. (P/U) Carry aid is secured inside the cargo area during vehicle travel

and other packages on top that cannot be seen

50.-5(L/L) Gets a firm grip and grasps opposite diagonal corners

51.-6(L/L) Lifts with a smooth, steady motion—doesn't grk

52.-7(L/L) Moves feet-step or pivot—doesn't twist

53.-8(L/L) Uses the existing equipment or shelf to assist in lifting and lowering

54.(L/L) Slides, walks or rolls heavy, irregular object

lowering

				After Any Injury		//
			First Day Ba	ick Regular Duty		
	_	-		New Employee		/
ing Revi	ewed?	/	Ann	ual Certification	_	
	18	Operati	on Name:	Mass	116	2in
ceaure -	Report Im	mediately:	V		•	
ed during	g the initial	third, middle third	J, and final t	hird of the day.		
		ee. //. 5				
method	must be r	made in those ar	eas with thre	e check boxes.		
oad C	arnı Aid	/ Hand Cart				
7 V						ds to avoid excess lifting
<u>z z</u>						
1/12	1		-	kup and delivery		
						package delivery
<u> y</u>			SIDIE IOAGS I	argest, heaviest p	аска	ge on bottom &
71 1/		se to the rails	asa alaga ad			
116	2			or to handling pac	-	,
217				should width apa	ri, on	a root siightiy
1 11				shes firm footing		the
1 ×						the natural curve of the back
$\angle \perp y$	7			ack to test for we	ight, s	hifting contents,
71.6		d other packages				
\angle						corners of package
. 442	T . 4	,		grasping hand he		
VY.				steady motion-de		tjerk
114	7			ivotdoesn't twis		
V V					-	o area/bumper or at the
	1			ver 70 (30kg) or i		
Z Y	70.	·B.(L/L) Slides, w	alks, or rolls	heavy, irregular	objec	ts when loading to
•		nd cart				
o / Fro				/ Hand Cart		
10	71.	(P/P) When star	ting to push,	positions feet sh	oulde	r width apart, one foot
	slig	htly ahead of the	other - esta	ablishes firm footi	ng	
11	72.	(P/P) Leans for	vard slightly	to push, or slightly	/ baci	kward to pull
11	73.	(P/P) Shoulders	aligned in th	e direction of mot	tion (a	arm not extended behind)
1 5	Y 74.	(P/P) Arms sligh	tly bent with	elbows close to th	ie bo	dy in the power zone
14	75.	(P/P) Hands in f	ront of body	from near waist le	evelu	ip to the armpits (Power Zon
Z'Z	76.	(S/F) Looks befo	ore stepping	 Scans walk pati 	n & ar	voids phone or texting
114	77.	(S/F) Walks at a	brisk pace -	Does not run		
19	78.	(P/P) Pulls the ca	arry aid over	curbs, up steps :	and a	round corners
///	79.	(P/P) Pushes the	a carry aid o	ver level surface:	and	up inclines
17	80.	(P/U) Opens do:	or cautiously	and pulls carry a	id thr	ough doorway threshold
11	81.	(P/E) Crosses s	treet from re	ar of vehicle		
111	1/ 82.	(S/F) Uses desig	anated walk	path - shortest pa	th tha	ıt is safe
nter th	e Vehic	le				
11/	83.	(S/F) If necessa	ry, packages	s are placed on th	e cat	floor before entering
1/1	84.	(S/F) Does not ju	ımp up into v	ehicle or anto rea	ar bur	mper
19	85.	(S/F) Uses hand	rail when en	tering at the curb:	side o	loor, driver or rear cargo do
12	86.	(S/F) Looks befo	re stepping	up - avoids DIAD	and	cell phone use
1	87.	(S/F) Places ent	re foot onto	each step - estat	olishe	s firm footing.
IV	88.	(L/L) Leverages	carry aid up	cab steps or rea	r bum	per using bumper
,	glid	es and wheels w	hen lifting int	to car		
pth o	f Knowl	edge (89-108	3)			
	Plan fo	r the Unexpe	cted - En	nployee Can:		
	89.	(P/U) Explain the	location of	emergency equip	ment	shutoff
	90.	(P/U) Explain the	location of	the nearest eyew	ash/	shower
				Emergency Evac		
		(P/U) Explain the				
				y evacuation ass	embly	/ area
						how they are notified
				notified of the ne		
	-	, , , , , , , , , , , , , , , , , , , ,	,	for dog bite preve		
		ous Material				
					akino	, smoking, or furning packag
				i hazardous mate	-	
3m				ardous material s		
				hazardous materi		
	<u></u>	pr		- Jour Hereil		The state of the s
	Safe W	ork Methods	- Employ	vee Can		
				Safe Work Metho	ıds	
				e the 8 Keys to L		& Lowering
	- Married			le the 5 Keys to P	_	-
				e the Power Zone		
				te the Power Zone te the Power Zone		
					a ror	Personal or brand
		(P/E) Explain th				urina
				e proper conveyo		MI H/G
- 1				ns of dehydration		
	· /1. D	ry/oticky Mouth	e. Less or E	zark orine 48. Mu:	scie (Cramps 4-10izzy/Light-head
	0-4-					
	Optiona	l management			-de	V W.
	oate Wor	x methods (SW	M) Drill Exe	ercise Complete	d:	TesNo

List date of injury / job change

Job Change: Permanent/Temporary/TAW[

	tuctions Given (by number, minimum of four) - Instructed employee to: https://pip.of.Knowledge.responses.must.be.addressed.w <u>th.corrective.action.and.</u> date. This does not count toward required minimum instructions)
#	pih of Knowledge responses must be addressed with corrective action and date. This does not count toward required minimum instructions) Linstructed (b) (6), (b) (7)(C) C C/OSO TO
13-1	Package prior to lifting to prevent
	Strains
#	I instructed (b) (6), (b) (7)(c) to place packages on
25	I instructed (16) (6) (6) (7)(6) to place packages on floor of Cab and exit TO Keep Spoint
	Of Contact
#	Pinstructed (b) (6), (b) (7)(C) TO USE The hard pail When exiting and entering webicle TO
27	111 and production of another the state of the
	frevent knee injury.
4	(b) (6), (b) (7)(C)
# 3-2	Finstructed (b) (6), (b) (7)(c) to use podestrion
39	00085 16 EUT + 1/EXIT + COUNTY 510
	frevent struck by injury,
#	I instructed (b) (6), (b) (7)(C) ronor jump off docks
43	TO prevent three injury
#	Finstructed (0)(6)(0)(7)(C) to look before stepping avoid using died while walking to prevent slip/fall injury
86	avoid using died white walking to
0 2	prevent slip/fall injury
#	
#	
"	
#	
#	
	(b) (b) (b) (7)(C)
mployee C	ommitments: (b) (6), (b) (7)(C) Will get close to package
0/1/2	or to lifting and will use handroil onlost
Veh	Cle
	P. viewed / P. Russel S. Lay V tain (b) (6), (b) (7)(C) 19
	der's Signature: (b) (6) (b) (7) (c)
rainer's Sigr	(b) (b) (7)(c)
	nager's Signature:
evised 10.24.	2017

Backing Crash Avoidance OJS PRE-TRIP PROCEDURES Yes/No DAILY OPERATION Driver visually checks to see the entire rear bumper in monitor Driver knows the distance of view through the monitor (30 feet) Checks the Day/Night controls during pre-trip The clarity of the image will be altered due to shadows/Sunlight. Properly adjusts the Bright/Contrast setting Driver visually clears the backing area prior to maneuver Driver listens for the audio function of the camera sys, when testing rev Rear Vision Camera is not a replacement for existing backing methods Driver inspects both mirrors for proper position Understands that the system does not detect overhead objects Planned number of BACKS Actual number of BACKS (b) (6), (b) (7)(C) Date Center Driver Trainer Observation Tallies - Stroke Count Occurrences - Give Appreciative and Constructive Feedback Drivers Side Backs Blind Side Backs 11 Notes: Book 1-M. Whom Notes: Notes: Cleared High-Low-Protrusions Unnecessary Backs Sounds Horn HH HHELHELIH HH SHAHLLHI Notes: Backs A-Million Notes: Notes: Driver Signature: Rollewid Sefety Training Date (b) (6), (b) (7)(C) Print Driver Name: (b) (6), (b) (7)(C) Print Trainer Name (b) (6), (b) (/) Trainer Signature Date (b) (6), (b) (7)(C) / 9

Trainer Instructions to Driver:

Manager Name

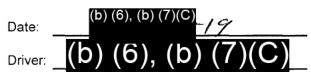
(b) (6), (b) (7)(C)

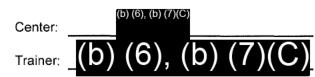
Back to driver's side for best view of orce. Evaluate Stop to eliminate need to beck

Manager Signature

Intersection Crash Avoidance Certification

YELL at every Intersection!





Driver Has Supervisor Knowledge Clarifies Yes or No Yes or No		Knowledge Review: Rules of Intersection
y	Rule 1:	Yield the right of way.
,	Indicators	Allow on-coming traffic to clear before turning.
		If turning left, make sure you have adequate time to complete the turn safely.
		Watch for turning vehicles at intersections that may obscure oncoming traffic behind them.
		Never overtake or pass other vehicles in an intersection and never assume you have the right-of-way.
y	Rule 2:	Expect the unexpected.
	Indicators	Move through the intersection at a speed that will allow you to stop if necessary.
		Anticipate unexpected stops by the vehicle in front of you.
		Count 1,2,3 after the car in front has begun to move.
y	Rule 3:	Look left, right, left.
,	Indicators	Keep your eyes moving. Look left, right, and left again before proceeding through the intersection. Scan - Don't Stare.
		When approaching an intersection with a traffic light, determine your "decision point" -
		an imaginary distance from the intersection that is determined by traffic and road conditions.
y	Rule 4:	Leave yourself an out.
,	Indicators	Prior to entering intersection, check your mirrors for activity behind you.

Leave 1 car length in front when at a stop.

Reviewed Yes or No	Trainers Review of "Critical Intersection Items"
1/	Make Adjustments for Inclement Weather.
1	A. Anticipate other vehicles not being able to stop at intersections.
1/	B. Brake early to avoid sliding into crosswalks.
ŷ	2. Avoid Distracted Driving.
V	A. Never use your cell phone while driving.
V	B. Never look at your DIAD while driving.
y	3. Always Scan Approaching Traffic Situations for the Unusual or Emergencies.
1	A. When approaching an intersection, be prepared to stop.
1/	B. Ensure you clear all blind spots before entering intersection.

Adjust your vehicle's speed in relation to traffic, road, and visibility conditions.

A. When appro	Approaching Traffic Situations for the Unubaching an intersection, be prepared to stop. clear all blind spots before entering intersection.	usual or Emergencies.
Trainer Signature: Date:	(b) (6), (b) (7)(C)	Driver Signature: <u>Refus pel Sasety</u> Date: (b) (6), (b) (7)(C)
Manager Signature: Date:	(b) (6), (b) (7)(C)	

Driver Drill

For 2 minutes, the observer should record the eye movement of the driver(Trainer) by stroke counting potential hazards as they discuss the changing traffic situations. The goal of Defensive Driving is to check our mirrors every 5-8 seconds and move our eyes in front every 2 seconds, looking at our drill points - Intersections, Traffic lights, Motorist and Pedestrians, and Mirrors.

	Eye Lead time in seconds?	411	
Left Intersection: HHH///		4411 4411	Right Intersection:
	Following Distance in Seconds?	11_	
Left Curb: 1441//	,	With	Right Curb:
	Traffic Lights:		Right
Left Mirror: [HTT]	Speed: ///	<u> </u>	Mirror:
	·	Total Eye Movements:	62
Explanation of ratings:		Count the number of eye movemen	toy.
5 More than 45 eye movements, 30 in fro			Eye Lead Time:
4 More than 45 eye movements - No Hes 3 Between 16-44 Eye movements - Occa		raffic Lights: Motorists and Pedestrians/	-
2 Less than 15 eye movements - Needs		Mirrors: <u>/ 3</u>	
1 Methods are incorrect or incomplete -		,	
Instructions to the Driver			
Traffic lights: Good	eje move	ueut	
Intersections:			
Motorist & Pedestrians:			
Mirrors:			
Eye lead time:			
Following distance:			
Driver: Refused Safety Maintainer	(b) (6), (b) (7)(0	Manager:(b)	(6), (b) (7)(C)
Date: (b) (6), (b) (7)(c) Date:	(6), (b) (1)(C) - <i>J G</i>	Date: Date:	

(b) (6), (b) (7)(C)

Supervisor: (b) (6), (b) (7)(C)

Date:	(b) (6), (b) (7)(C)	1	9

		Supervisor underlines what employee says. Then giv	es a Yes	or No passing mark for each of 80 lines. Percent effective on
		based on number of yes's divided by 80	This will	give a base line as to what employee needs to work on.
	Y_N	8 Keys to Lifting/Lowering	Υ	N <u>5 Seeing Habits</u>
1		Get Close	44	Aim high in steering
2	1	Position Feet	45	Imaginary target – baseball / dartboard
3		Bend at Knees	46 U	Centers car in traffic lane: Safe path on turns
4	1	Test weight and shifting contents	47	FIND A SAFE PATH WELL AHEAD
5		Firm Grip - Opposite Corners		
6		Lift with a Smooth Steady Motion	48	Get the big picture
7		Pivot Feet - Don't Twist	49	How wide and deep? What's in it? Objects and ground
8		Use carry aids/existing equipment	50	Keeps you away from billboards. Smooth stops and turns. Buys time
9		Demo passed? (Be Critical)	51	STAY BACK AND SEE IT ALL
		5 Keys to Slips and Falls		
10		Walk at a brisk pace - Don't run	52 🖊	Keep your eyes moving
11	6	Establish Firm Footing	53	Move Eyes: Front – 2 seconds: Rear – 5 to 8 seconds
12	3	Look before you Step	54	Keeps you alive at intersections – keeps eyes ahead of car
13	\mathcal{L}	Don't get on rollers chutes and slides	55 🗾	SCAN - DON'T STARE
14		Make adjustments to changing conditions		
			56	Leave yourself an out
	,	Yard Control-Full understanding must be given	57	Have escape route. Take path of least resistance
15		Designated - Walkways	58	Space on all 4 sides but always in front
16	1	Designated - Pedestrian Doors	59	BE PREPARED - EXPECT THE UNEXPECTED
17		Designated - Break Areas		()
18	-	Don't Speed and Wear Seatbelt	60	Make sure they see you
19	1	Wear Vest	61	Communicate in traffic – Horn, Lights, Signals
20	1	Use Orange Cones	62 63	Establishes eye-to-eye contact
21	-	Take Keys		DON'T GAMBLE – USE YOUR HORN, LIGHTS AND SIGNALS
22		360 Visibility for the vehiclelights, ref tape, flat	sileis	What do you do if a package is generating smoke fumes or
		YELL at all Intersections		is otherwise irritating
23		Yield the Right of Way	64	Don't touch
24		Expect the Unexpected	65	leave area
25	//	Look left-right-left	66	Notify supervisor
26		Leave yourself an Out		
				What do you do it a package is leaking and it carries
	_	Backing Rules		no label or other indication of its contents
27		Back Only When Necessary	67 🖌	Treat as hazardous
28	V	Back First	68 ./	Don't Touch
29		Back to drivers side	69	leave area
30	2	Continuously Tap Horn	70 💆	Notify supervisor
31	10	Use Camera as a 3rd mirror		
32		When in doubt get out		Leaking on area
33	1	Scan Area-Before and During Back	71	don't touch
		40 D - 1 - 1 O	72	secure vehicle in a safe area
		10 Point Commentary-Detail Must be Given	73	notify supervisor
34		When Stopped in Traffic		In an amarganess association, whore devices exit accomble
35	1	Starting up at Intersection		In an emergency evacutation, where do you exit, assemble and where is the emrgency plan posted
36 37	1	Count 1-2-3 after vehicle ahead starts to move	74 2	identify nearest exit
31		4-6 sec following time for speeds under 30mph, 6-8 for speeds over 30mph	75 7	assembly point
38		Use of Mirrors	76	plan location
39		Scan Steering Wheels of Parked Cars	77	[
40		Stale Green Lights		In a non-evacutation emergency, where do seek shelter
41		8-12 sec Eye Lead Time	78	Identify correct shelter area
42	0/	Pulling From Curb	79	How are you notified
43		Eye Contact		Marine Control of the
			80	What is the Safety and/or Wellness tip from today's PCM?
			-	
				1. P
		% Effe	ectiv	e 100 Restiewed
		/0 LII	JUL 1	Reviewed .
_	ommitme	out date		Driver Signature: Refused Soforty Training
C	ommune	AIR WATE		Visitori Viginamio.

INJURY/ACCIDENT REVIEW

back

(b) (6), (b) (7)(C)

There are no injuries reported!

DATE	ACCIDENTS	DISPOSITION
(b) (6). (b) (7)(c) 2019	MOVING OBJECT	Avoidable

SWM

Drivers License

2018 Expiration: (0)(6)(0)(7)(0) 2019

Safe Drive

Years: 2

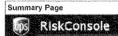
S & V

DOT

Award 2018 Expiration: 2020 Date:

Hire Date: (b) (6), (b) (7)(C)

Drives: Revisaled Resolution Training (b) (6), (b) (7)(c)
Supervisor: (b) (6), (b) (7)(C)



Accident Report

Incident Summary

(The following accident has been reported.)

Accident Information

UPS Claim Number UPS Driver Name Accident Date

UPS Vehicle Number

Accident Address

Accident Description

Record Information

Person Reporting Name

Date Claim Submitted

(b) (6), (b) (7)(C (b) (6), (b) (7)(C) Canton, OH

Driver was pulling thru a gate at a residential stop when the blocked by a vehicle coming up the drive. The gate timer expired and the gate closed before the driver could safely pass thru.





Create a change request

Click Next to enter Prevention Report

As I was making a delivery attempt at (b) (6), (b) (7)(C) I Pulled into the drivenay where there was closed gate. I attempted to use the code to open the gate in the notes but it was Invalid. I then hit the call butten on the homeowner's dearbell and noone responded. The gate started to open and as It began to open I proceeded to go through. As I'm adready halfway through the gate the homeowner 54085 in 9 one is arroaching the gate from the opposite direction. lone driveway where the driveway curves about 7 feet from the nose of ninden and asks me it i my truck, I motion with my hand for respond then sticks had out had enough from to get by and I told " I didn't and that -to back wehicle offsor so I could get through. By then 45-60 seconts had began to back vehicle up and I stanted to more ferrand, AS I was moving forward I glanced in I my mirrors and notice the gate was Closing, where I noticed the gate was closing I Proceeded to continue forward to avoid the gate from Kitting Mc, The gate made contact on the Dri Passenger side and Chiled Paint in 2 state After I was completly through I stopped my truck and told the homeowner, wasn't intenessed in the condition of and was only concerned wit then called the . Mrs down did not center and astred for (b) (6), (b) (7)(C), I informed pass then gate until of the situation h atter on had begun beeting and I tow (b) (6), (b) (1)(c) the same thing I to down the downer me to stay on Property and that nould 6 - Ups driver stopped/ stonly proceeded then gate

· bate began to alose

As I was making a delivery attempt at (b) (6), (b) I Pulled into the drivenay where there was closed gate. I attempted to use the code to open the gate in the notes but it was Invalid. I then hit the call butten on the homeowner's dearbell and noone responded. The gate started to open and as It began to open I proceeded to go through As I'm afready halfway through the gote the homeowner is arroaching the gate from the opposite direction. 54015 in 9 One lane driverigy where the driveray curves about 7 feet from the nose of to back UY bat My truck, I motion with my hand for head out (0,0,000 window and asks no it i then sticks I didn't and that had enough from to get by and I told to back wenter offer so I could get through. By then 45-60 secons had vehicle UP and I stanted to more fer vary, began to back As I was moving forward I glanced in 1 My mirrors and notice the gate was Closing, worke I noticed the gate was closing I Proceeded to continue forward to avoid the gate from Kitting me, The gate made contact on the Dri Passenger side and Chiled Paint in 2 stop After I was completly through I stopped my truck and told the wasn't intenested in the condition of home owner, and was only concerned with leaving the Property I they called the on (b) (6), (b) (7)(C) I informed center and astrod for (b) (6), (b) (7)(C) 04 the situation then Put on and I top (b) (6), (b) (7)(C) (b) (6), (b) (7)(C) instructed me to stay on the same thing I told Property and that mould be out shortly.

2 ert	10:30:55 m 113 access	Arrived to gate - Vehicle off and seat belt aff
	10:33:06	Vehicle and seat belt on
	10 = 33 = 14	Vahiele in motion
perment pates	10:33:23	Vehicle idle
Constitute *	10:33:34	Vehicle in motion
stoppid gabe	10 = 33 = 40	Viliels off and seat belt off
(b) (e), (b) (7)(c)	10:35:06	Vehicle on
DE COLOR OF THE PROPERTY OF TH	10:35 :07	Gentlett on
	10:35 212	Véhicle in motivo
	10 :35:52	Vehicle off and seat belt off
	10: 42 :10	VEhicle on
	10:42:11	Scatbelt in
	10:42 -16	Vehicle in motion
	10:43:47	Vehicle in motion delivery made.

Training Transcript for (b) (6), (b) (7)(C)

Date Range: 2019 - (b) (6), (b) (7)(C) / 2019

History Type: All

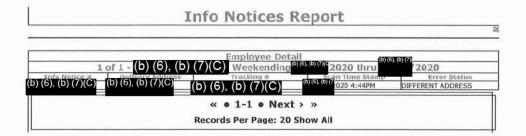
Training Type: eLearning, Instructor-Led And GEMS

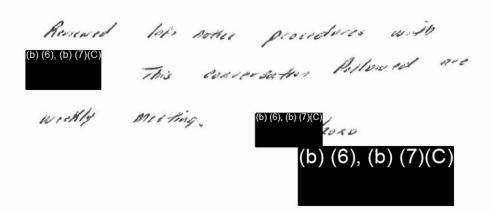
	***************************************		**		ee Job Roles es for Employee *	***			
				eLearn	ing Courses				
Course Name	LMS Active	EHP Code	Attempt #	Completed Date	Exported To GEMS	GEMS Export Date	Trainer	Signature Date	Trainer Notes
				**** No Reco	rds Available ***	*			
					rds Available *** r-Led Training	*			

Course Name	Lead Instructor	LMS Active	EHP Code	Completed Date	Exported To GEMS	GEMS Export Date
**** No Records Available ****						

GEMS TI	raining					
Course Name		EHP	Completed	Trainer	Signature	Trainer
		Code	Date	HIGHEST	Date	Notes
Tier 3 Training	Yes	2131		N/A	N/A	N/A







Searched Inquiry Number: (b) (6), (b) (7)(C)	Tracking Number: Service Level: GROUND		
Associated Tracking Numbers:	-		
	Search Select an Associated Tracking	g Number and click on Search to execute the search	
(b) (6), (b) (7)(C)	Type: DELIVERY ATTEMPT	Date: Time: 16:44	
	Received By: Location:	Late Air Reason:	
Delivery Status:			
	T DELIVERY ATTEMPT. A 2ND ATTEMPT WILL BE	MADE	
(b) (6), (b) (7)(C)	Shipper Number: (b) (6), (b) (7)(C)	Stop Type: COMMERCIAL	
Package ID:	Package Weight: 0.00	Saturday Delivery Charge:	
Remarks:		<u> </u>	
Original Receiver:	Reason:		
Return Address:			
Monetary No monetary information available			
DIAD Detail Name: (b) (6), (b) (7)(C)	Driver ID:	Vehicle Number: (b) (6), (b) (7)(C)	
Data Source: DCS	(b) (6), (b) (7)(C)	· 	
Defined Area:	SLIC/Location:		
Upload Date/Time: তার্জানে (20 18:41	Stored Date/Time:		
Stop Number:	Total Delivery Stop Count: 107	Packages at Stop:	

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Searched Inquiry Number: (b) (6), (b) (7)(C)	Tracking Number: (b) (6), (b) (7)(C)	Service Level: GROUND
Associated Tracking Numbers:		
	Search Select an Associated Trackin	g Number and click on Search to execute the search
Delivery Address (b) (6), (b) (7)(C)	Type: DELIVERY ATTEMPT Received By: Location:	Date: Time: 11:35 Late Air Reason:
Delivery Status: RECEIVER'S LOCATION CLOSED ON 15	ST DELIVERY ATTEMPT. A 2ND ATTEMPT WILL BE	E MADE
Shipper Name:	Shipper Number:	Stop Type: COMMERCIAL
Package ID:	Package Weight: 0.00	Saturday Delivery Charge:
Remarks:		^
Original Receiver:	Reason:	
Return Address:		
Monetary No monetary information available		
DIAD Detail Name: (b) (0). (b) (7)(5)	Driver ID:	Vehicle Number: തരുത്ത്യ
Data Source: DCS	DIAD ID: (b) (6), (b) (7)(C)	
Defined Area:	SLIC/Location: DIGITO / CANTON-MASSILLON OH US	
Upload Date/Time:	ទីសេស Date/Time: 20 19:24	
Stop Number: 26	Total Delivery Stop Count: 136	Packages at Stop:

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UPS NEW DRIVER PROCEDURES

Welcome to UPS! Please review and follow these UPS Driver Procedures for all packages. Your supervisor will explain and review each item below. Sign and date both sheets. One copy to remain with your training packet and one for your records.

REGARDING INJURIES

1. I understand that I am to report any injury IMMEDIATELY to my manager or on-road supervisor.

I understand that I am to report all crashes immediately to my manager or on-road supervisor. A crash is defined by damage to property
caused by a package car or damage to the package car.

3. I understand that I am to deliver all packages in a safe and timely manner.

REGARDING HOURS

1. I understand all rules regarding DOT hours of service (10 hour rule, 14 hour rule, 60 hour rule and 34 hour reset).

2. I understand that I cannot make a delivery attempt to a business stop which is closed between 11:59 and 13:01. I must make a valid attempt outside that window and before 17:00.

3. I understand that I am responsible to verify by 15:00 that service will be made to every business customer. This information MUST be verified by checking the car for misloads and checking the Enhanced DIAD Download (EDD) for business stops.

 I understand that I cannot make a non-delivery attempt to a business stop after 17:00. If I am unable to make service, I need to record it as missed.

REGARDING NEXT-DAY AIR AND PACKAGES

- 1. Before Leaving: I understand that I am responsible to verify that ALL of the PREMIUM package commitments (i.e. EAM, Next-Day Air) I am dispatched are on my vehicle before leaving. If anything is missing, or I do not believe I can service all of my premium package commitments, I am to notify my manager or on-road supervisor immediately. They may be able to reroute the package to another driver.
- I have read and understand and been certified in the procedure regarding access points and overrides.
- I understand that I am responsible to call the center to notify them when I become aware of any service failure (missed or late air).

4. I understand that I NEVER use "Requested Late" for any LATE AIR.

- 5. I understand that I may only use "Other," "Weather," or "Security" for late air. All "Weather" or "Security" late air is to be approved by management. For a list of exception guidelines, please see the UPS Access Point Override Guidelines (attached).
- 6. I understand that I am not allowed to use prerecord on any stop that has air in it. I will verify that I do not have any stops in prerecord after my last PREMIUM package commitment stop before the same commit time. (i.e. EAM Next-Day Air, 10:30, 12:00, and 15:00 commit stops)
- I understand that I am responsible to call the center to notify them when I become aware
 of any service failure (missed or late air). Repeat of #3
- 8. I understand that all "Return Service" tags (call tags) must be attempted each day. If a call tag is in the Enhanced DIAD Download (EDD) but not physically on my vehicle, I MUST still attempt it that day and call the center to have that tag reprinted.
- Upon Returning: I understand that I am responsible to verify that all clerk work (including NI3) call tags) are unloaded onto the bins upon return to the building. I will verify and sign off the clerk work control log on the cart.

UPS Access Point Override Review

As we deliver to UPS Access Point locations, service providers like you may come across situations where you need to override the UPS Access point location and the package will become a send-again. There are exceptions for NI1-AP delivery and these are valid reasons for Service Provider Override.

Valid Reasons for Service Provider Override Too heavy – package weight is greater than 30 lbs for Ni1-AP

- Too large
 - a. Staffed locations: length is greater than
 38 inches and/or girth is greater than
 130 inches
 - b. Locker locations: packages larger than 21 x 16 x 22 inches
- Irregular or oversize packages such as tires, bicycles, and patio furniture.
- Dangerous Goods
- High Value (~\$5,000)

REGARDING ORION and YOUR DIAD: Start your day by reviewing your stops.

- 1. Before Leaving: I understand that I will deliver to my first stop and follow the stop order in ORION. IF an exception or stop change needs to be made, I must request approval before leaving.
- I understand that I am to follow all DIAD notes regarding delivery time windows.
- I understand that if the DIAD prompts me for a late air reason and I do not understand why, I am to call the center to make sure the late air reason is recorded properly.
- 4. I understand that when the DIAD prompts me to record a package as "inside delivery," I select "inside delivery" (i.e. for pharmacy deliveries).
- 5. I understand that I am not to start recording any stop in the DIAD until my vehicle is parked at the delivery location To record every delivery package at the point of customer contact. I should never have Diad in hand while vehicle is running or in motion.
- I understand that I am responsible for recording every package that is on my car correctly. I will let the center know by sending misload
 text message (as soon as the misload is found) and recording in the DIAD as "missed" when service is not made <u>before</u> returning to the
 building.
- 7. I understand that I am to record all air pick-up packages in the DIAD so I have a count under Recovery A.
- 8. I understand that I do not return to the building without properly recording all packages- repeat of #6.
- Upon Returning: I understand that, when I return to the building, I unload all air and international packages as well as containerized smalls, high values and hazardous materials onto the belt or designated area and sign off on the "Daily Air Sign Off" sheet.

I have read and understand and agree to all of the above UPS Driver Procedures.

Supervisor (printed name):

Driver (printed name):

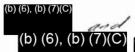
(b) (6), (b) (7)(C)

Signature:

(b) (6), (b) (7)(C)

Updated December 4, 2018

Reviewed with

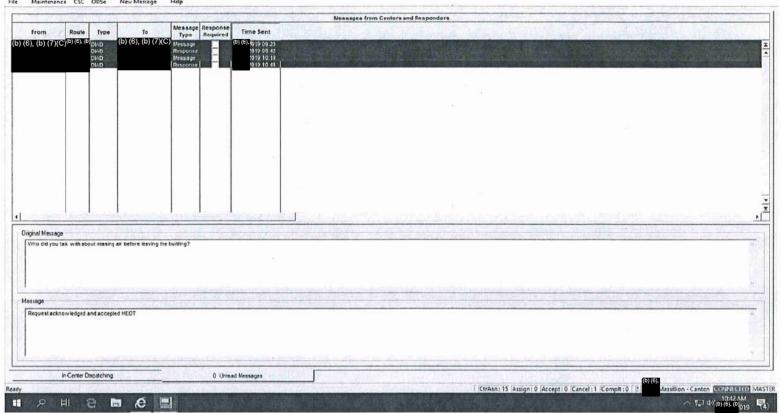




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in Certici Dispatching

(b)(8).(b)(7)(c)
19 - Colled / Messaged Mistoad
after 15:00



(b) (8). (b) (7)(C)

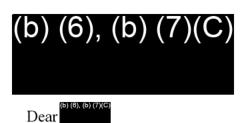
Missaged center of 10:19

....

4300 E. 68th Street Cleveland, Ohio 44105 1-800-742-5877



(b) (6), (b) (7)(C) 2019



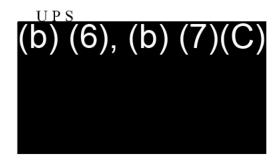
Part of my responsibility is to assure that our people are made aware of their problem areas. Failure to follow supervisory instruction is a very serious problem which, as you know, cannot be condoned. We are confident you share our concern regarding the unsafe act you were involved in on (b) (6), (b) (7)(C) 2019.

Personal safety must be a priority consideration of everyone. It involves a responsibility to yourself, your family, your fellow workers, the community and UPS. In addition, obligations to our customers to provide the best service possible increases our responsibility to think and act safely every day.

You have one of the best jobs in the community. You are highly paid and receive numerous benefits. I must advise you that another unsafe act will result in a local level hearing where disciplinary action will have to be taken. This action could be up to and including discharge.

We are confident that corrective action on your part will eliminate the need for the above action, and that you will utilize future safety awareness training.

Sincerely,



(D) (6), (D)_(D) (6), (D) (

pc:

(b) (6), (b) (7)(C) (b) (6), (b) (7)(C) (b) (6), (b) (7)(C) (b) (6), (b) (7)(C)

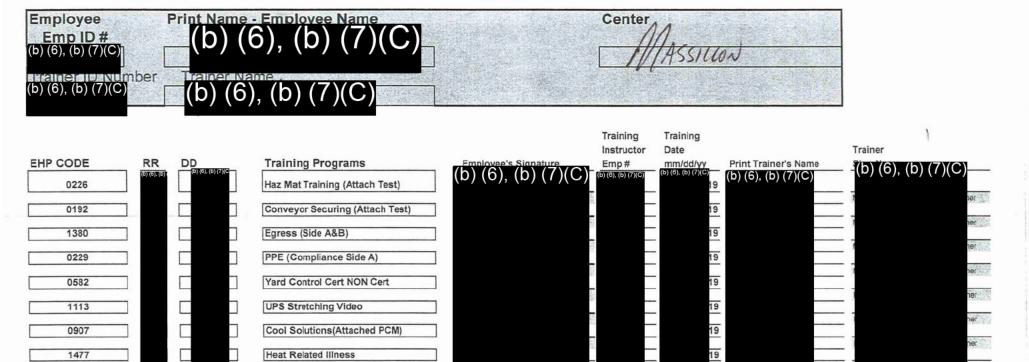
Date Given to Employee:

By Whom:

(b) (6), (b) (7)(C)

Employee Comments:

Compliance **Training Roster**



UPS hereby certifies that the people named above have been trained and tested in accordance with the provisions of 49 CFR Part 172, Subpart H and OSHA Corporate-wide Settlement Agreement.

Cool Solutions(Attached PCM)

Heat Related Illness

0907

1477

Retain a copy of this completed form in the facility's Operations Health and Safety Compliance Manual for 3 years.

Form last revised Jan 3, 2010

Ensure the correct answers are reviewed before ending the class.

1.	If a customer asks you questions about the required
	packaging for hazardous materials, you should refer the
	customers to:

Your supervisor

Name:

b. Any Account Executive

The Hazardous Materials Support Center

d. The 3E Company.

Note: The telephone number for the Hazardous Materials Support Center is 800-554-9964 and can be found on the bottom of the Prohibited poster and pocket card.

- Upon return to your building, drop off all new hazmats at the designated location. Identify the information that indicates a package contains hazardous materials: (select all that apply)
 - A Shipper's Certification or IATA Dangerous Goods
 Declaration with the package
 - The Emergency Response Guidebook
 Diamond hazard labels on the package
 A Cargo Aircraft Only label on the package
- If you discovered a prohibited hazmat package, you would: (Select all that apply)
 - a. Place the package in a plastic bag
 b) Stop the progress of the package
 Notify a supervisor
 - Take it outside
- 7. To properly load hazmats in your vehicle, you should:
 - Ensure different classes of hazmats are separated by at least one non-hazardous package
 - b. Load with orientation arrows up
 - Load flat on the floor and stacked no higher than waist level and blocked and braced with non-hazmat packages on all four sides
 - d. Never use a food package to block and brace a package displaying a TOXIC label
 e. All of the above

Note: Always ensure that hazmats are properly blocked and braced with no empty spaces so that the hazmat package cannot move during transport.

- When you see a package with a diamond hazard label, you should ensure the label is;
 - a. Pictured on the Prohibited Posterb.) Not pictured on the Prohibited Poster
 - On the top of the package
 - d. On two sides of the package
- Hazardous materials cannot be picked up from: (circle all that are correct)
 - Commercial Customer Centers (counters)
 Industrial locations
 - Call tags
 A.) Shippers that have hand-written shipping papers
- You must always carry shipping papers or shipper certification in:
 - a. Your pocket
 - b. The back of the package car or trailer
 - ('c) The cab
 - d. Any place you want to
- When picking up a hazmat package, you must ensure: (Select all that apply)
 - (a) Contents are not prohibited
 - The shipping paper is computer-generated or preprinted
 - Diamond hazard label is the same as indicated on the shipping paper
 - d.) Carton is new or like-new

Package Car, Air Drivers and Air Shuttle Drivers Quiz

10. To obtain information about the products used in your

9. Always verify that Limited Quantity-Air packages have:

The appropriate diamond hazard label facility, you could request: UPS hazardous materials shipping papers a. A sample to be tested The appropriate UN number and proper shipping b) A Safety Data Sheet (SDS) c. A warranty letter name on the carton Orientation arrows d. A Shipper's Certification list of hazmats shipped Note: Always check the designated service for all ORM-D and Limited Quantity packages. ORM-D and Limited Quantity packages are not permitted in air service. Designated air service includes NDA, 2 DA, and 3-Day Select as well as ground service to AK, HI, PR & Avalon, CA. 11. The Shipper's Certification must be: 12. The Shipper's Certification: Carried in the cab and turned in at the facility

Used in place of the pickup record a. Replaces the Package Manifest Used in place of the pick-up record b. Must be computer-generated c. Signed and dated by the driver (c.) Is required by the DOT for transport d. Computer-generated d. Provides an abbreviated list of hazmats shipped Note: The Shipper's Certification cannot be used in place of the Note: The Shipper's Certification is needed for DOT purposes. pickup record and cannot be signed by the driver. Don't confuse the Certification or Hazmat Manifest with the shipping paper. Salvaged, undamaged hazardous materials from a 14. The hazmat marks and label on a product tells you: damaged package can only be returned to the shipper via a. The identity of the hazardous chemicals GROUND service in: b. Any hazard warnings a. A new carton c. The name and address of the chemical manufacturer or The same carton importer An approved drum designated SALVAGE DRUM All of the above None of the above 15. If you have an air package with Limited Quantity-AIR 16. On road, if you discover a package that is leaking, unusually markings, what should you look for? warm to the touch, smoking, or fuming, you must take Diamond label which of the following actions: UPS Hazardous Materials shipping papers a. Don't touch Shipper's address b. Safely park and secure the vehicle Orientation arrows c. Notify your supervisor (d.) All of the above 17. If a shipper or a package causes you to have security 18. When you hear the evacuation signal, you should concerns, you should: a. Go to the nearest exit Open the package b. Meet at an assigned location Notify your supervisor or manager c. Wait for notification from management before re-Record the shipper's telephone number entering the building Obtain an SDS (d. All of the above How do you know where to assemble for a tornado 20. When you deliver a hazmat package, you should: warning? a. Make sure it is not leaking or damaged (a) From the Emergency Evacuation Plan posted b. Keep orientation arrows up when leaving it at the throughout the building customer's location From another employee Discard the corresponding shipping paper Just luck All of the above The weather station



CONVEYOR SECURING TEST

3 4 100%

(Employee Interview Form – interview to be conducted by Operations Management or Health and Safety Committee Member)

Employee Name Shift and Work Test Conducted Comments:	Area: 14 ckage car	Employee ID #: (b) (6), (b) (7)(C)), (b) (7)((] Î	September 1970 at the
**	received Conveyor Securing and nowledge of the procedures.	Lockout-Affected Training. This	test is int	ended to
Correct Respon	nse – Check $(\sqrt{\ })$ YES or NO in the b	oox next to each question.		
Indicate which	of the following procedures could b	oe performed using the Conveyor Se	ecuring Pro	ogram.
1.) Can Conve	eyor Securing be used in the follow	wing situations?	YES,	NO
a.)	Move a diverter (Conveyor Sec	curing)	\square	
b.)	Retrieve a Next Day Letter cau	ght in a drive system		
c.)	Break a jam			
d.)	To walk off the belt at the end of	of the sort	A	
e.)	Retrieve a package under a stop	oped boxline		
2.) Can you ro someone else a	emove a securing device from a co	nveyor securing station that		
	emove a lock that a lockout-author ment that was being serviced?	rized employee placed on a		
4.) What wou	ild you do if you found a lock on a	piece of equipment you needed to	use?	
b) No (c) No	t the lock thing tify your supervisor, who must follo	ow specific procedures to arrange fo	r lock rem	oval.

Cool Solutions

Cool tip
#1
Eat light meals and
avoid all alcoholic
and caffeinated
beverages.



Staying cool this summer

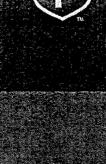
Wear clothing that is:

- Loose
- Lightweight
- Light-colored

This allows the body to perspire.

Perspiration is your body's primary defense against heat.

Visit UPSers.com for more information on how to stay cool this summer.



Dintyon

Milestoliano

Aleistoliano

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Jordy Walch

Impalia

Heat Stress Quiz

1.	Everyone needs to drink of water everyday.
	A. 12-16 glasses
	B ₈ -10 glasses
	C. 1 gallon
2.	You can substitute soft drinks for the recommended amount of water. True or False
3	Signs of dehydration include (circle all that apply)
	(A.)Dizziness or feeling lightheaded
	B)Muscle cramps
	O. Dry or sticky mouth
	D)Loss of appetite
	(B) fatigue
	(F) Dark/Discolored urine
4.	Losing sleep, obesity and skin disorders can increase your risk of heat
	stroke. True or False
5.	Heat stroke is serious and can be fatal.
	True or False
Emp	(b) (6), (b) (7)(C)
Emp	ployee ID Date 19

Egress Training

UPS Procedures for maintaining access to exits

Egress

- A way for occupants of a building to quickly leave in case of an emergency
- · "Exit" signs are in place to direct occupants out of and away from the building
- The designated path must be arranged and maintained to provide a free and unobstructed means to exit all parts of the building at all times.

What makes up an exit?

- Exit route is a continuous and unobstructed path of exit travel and consists of three parts...
 - access to the exit
 - the exit
 - and the discharge.
- An exit route includes all vertical and horizontal areas (stairs, ramps, aisles, etc.).

Irregular trains

- Stopped or parked in an exit route to load and unload packages
 - Stopped or parked no longer than necessary to load or unload
 - Shall be attended at all times
 - the driver is in the train cab or
 - working within 50 feet of the train
 - It is the driver's responsibility to move the train out of the exit route promptly in an emergency.
- · Irreg trains should never be parked in front of a pedestrian exit door
- Irreg drivers are not to place packages or materials at the top or bottom of a stairway

Sort Aisles

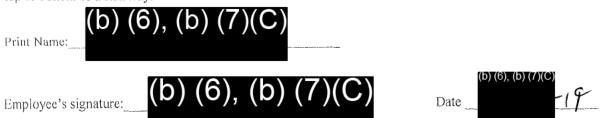
- Sorting operations where packages, materials, or equipment must temporarily be placed on the floor of the sort aisle
 - placed on one side of the aisle
 - leave at least one path for exit access
 - at no time is it permissible to place a package, materials, or equipment at the top or bottom of a stairway

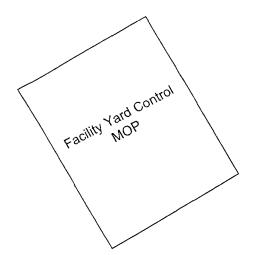
Load / Unload operations

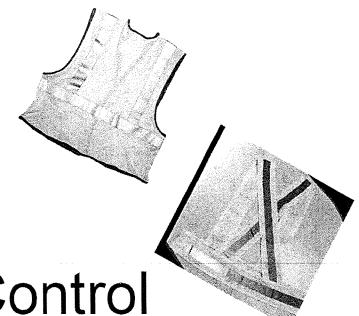
- · Employees in the load, unload, pick-off and sweepers
 - Each employee is responsible for monitoring conditions in their work area
 - Ensure packages or materials on gratings, platforms or the floor of a trailer are minimized
 - packages or materials are only temporarily placed on the walkway / platform or floor of a trailer
 - Includes packages that spill off a belt or chute
 - Communicate to supervisor or get help to address the condition in a timely manner
 - At no time it is permissible to place a package, materials or equipment in front of an exit door or at the top or bottom of a stairway

Exit doors and stairways

Packages, materials, or equipment may not be placed permanently or temporarily in front of an exit door or at the top or bottom of a stairway.

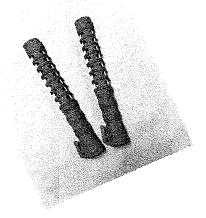






Facility Yard Control

Safety Training 2019





Yard Control Safety Rules



Only certified yard personnel and <u>drivers</u> are allowed in the yard outside of the designated pedestrian walkways and break areas



All facility employees, whether certified or noncertified, must use the pedestrian doors to enter or exit the building



When on a break, all employees are required to remain in designated break areas

Yard Control Safety Rules



Persons authorized to drive vehicles in the yard must obey posted speed limits and wear a safety belt at all times

Vehicles must be equipped with operable headlights, hazard lights, or reflective material that provides 360 degree visibility

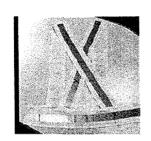
Employees authorized to drive vehicles in the yard are required to take the ignition keys with them whenever they leave the vehicle

Yard Control Safety Rules

#1

All certified yard employees and drivers are required to wear a reflective vest/reflective belt vest anytime they are working in the yard







A certified yard employee must place an orange cone or use strobe lights when working in the yard



United Parcel Service

Date Of Observation (b) (6), (b) (7)(C)

Driver (b) (6), (b) (7)(C)

Observer:

Driver Drill completed: Yes X No

Reviewed the UPS Distracted Driving Procedure: Yes X No

Service Provider
Record Of Safety Ride
Employee ID:
License Expiration: (0) (6), (6) (7) (C)
SLIC (0) (6), (6)

Ride End Time: 18:31

New Driver Training
Periodic Driver Training X
Crash Follow Up (Enter Date)
RAP Training (Enter Date)

DOT Expiration: (b) (6).

Ride Start Time: 09:24

Demonstration Time (In Military Time) From: 13:28 To: 14:03

Instructions: Enter "Y" or "N" in the check box as appropriate for each statement. A minimum of three observations for each statement must be made in those areas with three check boxes. If not observed, review with employee and enter "R" in the check box.

PRE-TRIP INSPECTION OF VEHICLE	KEEP YOUR EYES MOVING (Continued)
y 1.Looks for leakage of coolants, fuel, lubricants	Intersections
Y 2.Checks all tires, marker lights, doors, glass, mirrors, reflectors	Y Y 41.Heeds all traffic signs
Y 3.Checks horn, windshield wipers, gauges, steering, defrosters, fuel	* Y Y N 42.Approaches intersections prepared to stop
y 4,Checks brake action and hand brake adjustments	Y Y 43. Checks left, right, left at all intersections
y 5.Checks emergency warning devices, fire extinguisher, U6350	Y Y 44.Checks mirrors while approaching intersection
	* Y Y N 45.Stops behind stop line or cross-walk
y 7.Checks turn signals, headlights, emergency flashers	Y Y 46.In neutral, emergency brake on at stop light (manual)
y 8,Checks for hazardous materials poster, Emergency Response Guide	Y Y 47. Foot on brake, emergency brake on at stop light (automatic)
y 9.Checks seatbelt, DOT number, reviews and signs DVIR	Y Y 48.Counts one, two, three after vehicle ahead moves
y 10.Adjusts mirrors at Mirror Station prior to leaving	Y Y Y 49.Handles stale green lights and point of decision
	y y y 50.Scans steering wheels of parked vehicles
ENGINE, CLUTCH AND TRANSMISSION	Y Y S1. When stopped to turn direction, maintains steer axle straight
y y 11.Buckles belt, starts engine	, I I I I I I I I I I I I I I I I I I I
y y y 12.Uses clutch properly, shift gears smoothly in sequence	LEAVE YOURSELF AN OUT - Be Prepared, Expect the unexpected
y y Y 13,Refrains from over revving and / or rolling back	y y y 52.Leaves other vehicle sufficient space
TITII ISACHAMS NOM OVER LEVING AND OF TOMING SACK	Y Y Y 53.Maintains 4 - 6 seconds following time in speeds<30 mph
AIM HIGH IN STEERING - Find a safe path well ahead	Y Y 54.Maintains 6 - 8 seconds following time in speeds>30 mph
y y y 14.Looks ahead in travel path	Y Y S5.Allows for space on all sides of vehicle
with the same of t	Y Y Y 56. When starting up at an intersection looks left, right, left
y y y 15.Centers vehicle in traffic lane at all times	- · · · · · · · · · · · · · · · · · · ·
	* Y Y N 57.Uses path of least resistance
y y y 17, Maintains proper driving posture	Y Y Y 58.Adjusts speed to varying road, weather and traffic conditions
y y y 18. Maintains eight to twelve seconds of eye lead time	Backing
Turning	Y Y 59.Avoids all unnecessary backing including residential driveways
y y y 19,Checks traffic and turns when path is clear	Y Y Go.If necessary, back first
y y y 20.Makes smooth, safe turns, and centered in traffic lane	Y Y A 61.Checks rear immediately before backing
Y N 21. Squares corners - does not cut short, turns lane to lane	Y Y Y 62.Taps horn continuously when backing
Y Y 22.Avoids shifting on turns	Y Y Y 63.Looks back as well as checking mirrors and monitor
Y Y Z 23.Applies "right turn on red" correctly	Y Y Y 64.Backs to driver's side
	Y Y Y 65.If in doubt or conditions have changed, driver gets out and looks
GET THE BIG PICTURE - Stay back and see it all	Y Y Y 66. Backs at a controlled speed
Y Y 24.In city or residential traffic, looks one block ahead	Y Y Y 67.Uses monitor and volume of rearview camera
Y Y 25.In city traffic, looks building line to building line	Y Y Y 68,Recognizes doubtful situations
y y 26.0n highway or rural roads, looks fence line to fence line	
Y Y 27.On highway or rural roads, looks one-half mile ahead	MAKE SURE THEY SEE YOU - Don't Gamble. Use horn, lights and signals
Y Y 28.Uses proper space cushion to avoid sudden stops	Y Y Y 69.Establishes eye to eye contact
Y Y 29.Adjusts to changing traffic conditions	* Y Y N 70.Uses horn properly
Y Y 30,Does not tailgate, maintains proper space cushion	Y Y 71,Upon return to car, scans area around vehicle
Y Y 31.Identifies "billboards" and adjusts to traffic conditions	Y Y 72.Checks in front, under, and behind the vehicle
Y Y 32,Passes with sufficient and clear space ahead	Y Y 73.Rechecks if conditions have changed
Y Y N 33.When stopped in traffic, leaves one car length	Y Y 74.Signals lane changes well in advance
	★ Y Y N 75.Dims headlights for oncoming traffic
KEEP YOUR EYES MOVING - Scan, don't stare	Y Y 76.Signals intention well in advance
Y Y 34.Driver stays alert	Stopping
y y y 35,Does not stare, disposes of eye-holding problems	Y Y 77. Alerts traffic to rear when stopping, comes to a full stop
Y Y 36.Moves eyes using the triangular method	* Y Y N 78.Uses four-ways as prescribed by DOT, parks close to curb
Y Y Y 37.Checks mirrors every 5 to 8 seconds	Y Y 79. When pulling from curb, looks over left shoulder
Railroad Grade Crossings	Y Y 80.Checks mirrors and pulls mirrors in when stopped
Y Y 38,Approaches prepared to stop, foot covering brake	
y y y 39.Clears crossing by looking left, right, left in advance	POST TRIP
Y Y Y 40, Selects proper gear prior to crossing at a safe speed	y 81.Checks exterior - tires, all lights, doors, glass, mirrors, reflectors
	Y 82.Checks horn, windshield wipers, gauges, steering, defrosters, fuel
Service Provider knows the 5 Seeing Habits; Yes X No	Y 83.Checks brake action and hand brake adjustments
	14 Charles vehicle for downers since DVID

Reviewed DOT Hours of Service Compliance: Yes X No

	Instructions Given(By Number)	
Category	Method	Method Notes
Aim High in Steering - Find a safe path well ahead	21. Squares corners - does not cut short, turns lane to lane	Instructed to aim high to square corners to keepnwheels on the pavement
Get the Big Picture – Stay back and see it all	33. When stopped in traffic, leaves one car length	Instructed to maintain a car length of space, do not rush to fi" space
Keap Your Eyes Moving - Scan, don't stare	42. Approaches intersections prepared to stop	Instructed to draw point of decision to safely stop behind crosswalk
Keep Your Eyes Moving - Scan, don't stare	45. Stops behind stop line or cross-walk	NSTRUCTED TO BEHIND CROSSWALK TO ALLOW SPACE FOR OTHERS IN FRON
Leave Yourself an Out Be prepared. Expect the unexpected	55. Allows for space on all sides of vehicle	Instructed to keep 4feet of space around vehicle to avoid stationary crashes
Leave Yourself an Out - Be prepared. Expect the unexpected	57, Uses path of least resistance	Instructed to not cross across parking los to avoid being struck
Make Sure They See You - Don't gamble. Use horn, lights and signals	70. Uses horn properly	instructed to use horn at very stop to attract attention of customers and animals
Make Sure They See You - Don't gamble. Use horn, lights and signals	78. Uses four-ways as prescribed by DOT, parks close to curb	Instructed to apply 4 ways prior to making a change in direction to communicate to the re

	Service Providers Commitments	
I will use horn at every stop		

		Drill Drive		
Location	Drill	Front Eye Movement	Rear Eye Movement	Total
On Property	1	48	15	63

Signatures:

(b) (6), (b) (7)(C)

(b) (6), (b) (7)(C)

(b) (6), (b) (7)(C)

(b) (6), (b) (7)(C)

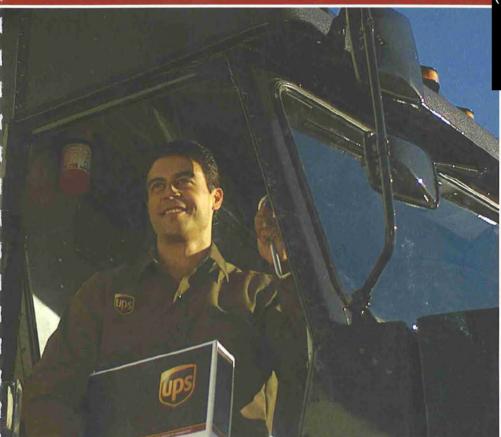
(D) (S). (018 6:21:57 PM

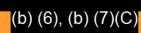
(b) (6). 2018 6:21:54 PI

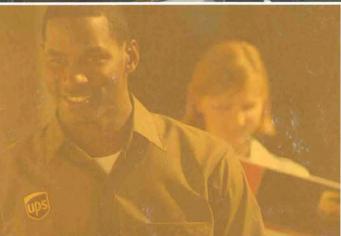
New Service Provider Training



(b) (6), (b) (7)(C)









Great Lakes District - New Driver Tracker - Permanent 2017

Data Thru:

(b) (6). (b) (7)(C 2017

1 50	UTH				Но	me Ct	r:(b)(6)	(b) (7)(C)		MAS	SILLO	N												(1.2)		
(6), (b	o) (7)(C)				Req#	: PH	(G-20	16114	5				Date I	Neede	ed: 8/	15/2017	7	Ctr Da	te: 8/	/15/20	17	Ту	/pe: Pl	ERMANE	ENT
	Wrk	F	Pay				Hours					Stops		Pk	gs	OR	ION		Recov	Paid	Late	1	Missed	Over	Time	Out
	CTR	RTE Co	ode	OA	UA	Wrk	PL	OR	AM	PM	Del	PU	Total	Del	PU	Trace	DEMO	Miles	Pkgs	SA	NDA	Missed	PU	70lbs	Hrs	Qty O.
2017	(b) (6). (b) (b) (6	i). (b) (ī	0.00	0.38	8.82	9.20	8.55	0.13	0.13	117	18	135	301	55	71.3%	-25	90	6	1	11	1			0.33	1
2017				2.14	0.00	8.22	6.07	8.03	0.08	0.10	35	13	48	62	29		107	131	17						0.50	2
2017				2.14	0.00	8.22	6.07	8.03	0.08	0.10	35	13	48	62	29		-20	131	17						0.50	2
2017				1.24	0.00	9.60	8.36	9.17	0.15	0.28	139	9	148	327	23	80.9%	-8	53	22	11					0.50	1
2017				1.27	0.00	10.75	8.98	9.82	0.22	0.22	157	3	160	320	1	85.7%	-29	71		13					0.33	1
2017				0.47	0.00	10.27	9.80	9.78	0.23	0.25	127	15	142	352	63		-6	96	6	2						
2017			ш	0.73	0.00	9.97	9.24	9.60	0.18	0.18	167	3	170	333	1		-7	63		8					0.22	1
2017			п	1.19	0.00	10.03	8.84	9.62	0.20	0.22	120	17	137	287	36		-21	60	3	1				1	0.20	2
2017			ш	0.45	0.00	8.00	7.55	7.77	0.12	0.12	109	14	123	206	176		2	39	22	3	1				0.33	1
2017				0.64	0.00	8.87	7.73	8.12	0.12	0.13	111	11	122	221	194		-1	44	18	2	2					
2017				0.49	0.00	9.43	8.95	9.18	0.13	0.12	120	11	131	265	211		-17	63	34	1		1			0.18	1
2017				0.38	0.00	8.75	8.04	8.07	0.18	0.17	121	11	132	238	45		-9	53	16	6				3	0.17	1
2017			ш	0.00	0.58	7.63	8.21	7.28	0.25	0.10	105	16	121	244	209		-7	51	30	2				1	0.50	3
2017				0.00	0.67	7.83	8.67	7.62	0.20	0.18	123	14	137	242	156		-1	49	24	4				1	0.50	2
2017				0.00	0.98	8.25	8.81	7.52	0.25	0.07	124	16	140	299	155		-1	49	17		1				0.50	3
2017				0.00	0.97	8.23	8.78	7.47	0.20	0.15	127	13	140	280	144	81.3%	3	51	22	3				1	0.50	3
2017	9			0.00	0.55	7.80	8.55	7.68	0.22	0.10	122	12	134	288	189	81.5%	-6	51	31	2					0.50	2
2017	8			0.00	0.56	9.27	9.82	8.92	0.15	0.20	130	14	144	291	336	85.4%	-12	59	51	8					0.50	2
2017				0.00	0.62	9.03	9.65	8.70	0.22	0.12	146	17	163	297	167	91.2%	-4	54	34	5	2005				0.50	1
2017				0.00	0.36	9.43	9.38	8.67	0.17	0.18	133	14	147	275	141	76.3%	-22	64	40	9	18				0.50	1
2017				0.13	0.00	8.93	8.81	8.53	0.22	0.18	133	13	146	287	158	83.0%	-2	49	36	5					0.50	1
2017				0.00	0.66	9.27		8.87	0.22	0.18	131	10	141	315	141	81.1%	-30	80	36	9	5822				0.50	1
2017				0.09		11.73			0.22	0.02	173	13	186	387	138	83.6%	-28	73	25	3	15				0.50	1
2017				0.95		11.00				0.05	164	17	181	308	30	88.6%	-16	62	19	3	13			1	0.50	2
2017				0.33		10.47			0.20	0.20	161	12	173	328	140	83.3%	-11	64	28	9					0.50	1
2017				0.00	0.42	8.50	8.92		0.18	0.15	121	13	134	259	292	04.40/	-1	48	35	2					0.50	1
2017				0.26		10.10	9.84	9.70	0.20	0.20	157	15	172	348	42	84.1%	-8	59	27	4					0.50	1
2017				0.00	0.38	9.63	9.60	8.88	0.18	0.15	140	22	162	286	90	80.4%	-4	58	45	3					0.50	1
2017					Control	10.57			0.38	0.08	146	11	157	353	176	86.8%	-22	77	43	4					0.50	
2017				0.27	0.00	9.83	9.40	9.32	0.22	0.13	142	15	157	329	74	86.7%	-3	53	29	19				4	0.50	1
2017				0.00	0.04	9.57	9.61	9.07	0.20	0.30	133 138	15	148 150	251	316 159	94.0%	-5 5	52		6				1	0.50	1
2017					0.27	9.03	8.72 9.15	8.93		0.10		12		274		80.0%	-5 22	53		903					0.50	16
2017				0.20		9.68			0.22	0.20	120	17	137	252	186	80.0%	-22	69		4					0.50	1
2017				0.62	0.00	10.45	8.94	9.23	0.20	0.13	125	14	139	288	180	87.1%	-8 10	56		12					0.50	1
2017	I			0.66	0.00	10.10	9.44	9.65	0.23	0.22	143	11	154	334	41	80.3%	-10	64	27	13					0.25	1

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	AUTO ACC	EIDENT HIST	ORY	back		
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	There are no	accidents	repoi	rted!		
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7 - 3						

New Service Provider Training Profile



Service Provider Trainee Name:

Center Name / SLIC:

NSPT Lead Instructor Name:

On-Road Supervisor Name:

Business Manager Name:

Package Division Manager Name:

In-Class Training Start Date:

Employee ID:

Employee Phone Number:

(b) (6), (b) (7)(C)

Marriller (b) (6), (b)

(b) (6), (b) (7)(C)

(b) (6), (b) (7)(C)

(b) (6), (b) (7)(C)

(b) (6), (b) (7)(C)

Day 1 - In-Class - Prerequisite Overview

Pre-course Documentation

- All elements in the Driver Qualification File (DQF) must be completed prior to the employee attending New Service Provider Training.
- 2) The employee's Human Resource representative must provide a copy of the completed and approved DQF Process Control Log or/DQF acceptance letter to the New Service Provider Training (NSPT) lead instructor prior to the first day of training.
- 3) The new Service Provider must present the following materials to the NSPT lead instructor:
 - Medical Examiner's certificate from their DOT physical (DOT card)
 - Valid Service Provider's driver's license
- 4) The NSPT lead instructor must verify these documents before the start of training.
- 5) All participants must carry their DOT card and valid driver's license with them at all times while driving for UPS and during class attendance.

Day 1 - In-Class - Prerequisite Overview, cont.

Pre-course WBT Modules

1) All participants attending NSPT utilizing the Pre-course agenda must provide documentation of completion of all Pre-course modules.

 Please refer to the WBT Modules Checklist which identifies pre-course WBT materials.

CBT Modules Checklist

Course Title	Date Completed
10 Point Commentary	
Carry Aid	
Conveyor Securing	
Customer Focus	
Delivery Methods	
Dispatch	
Hydration (Wellness Heat Stress Assessment)	
Inside AM	
Inside PM	
Introduction to Safe Work Methods (EHP: 2181)	
*Introduction to Space and Visibility (EHP: 2182)	
ISAT (EHP:0804)	
Knee, Back, and Shoulder Injury Prevention	
Pickup Methods	
Pretrip and Posttrip Package Car Inspection	
Online Pharmacy Compliance Program	
Selection Methods	
Service and Label Recognition	
Stretching	
Yard Control	
* Backing	
* Using the DIAD IV or Using the DIAD V	

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^{*} Denotes pre-course training materials. If the Service Provider has already completed the course, please indicate completion on the Prequalification checklist.

Day 1 - In-Class - Prerequisite Overview, cont.

Additional Materials Checklist

Uniform and Appearance Standards

- 1) All participants must have uniforms and be in compliance with UPS appearance standards prior to reporting for the NSPT.
- 2) All participants must wear their uniforms daily and meet UPS appearance standards during NSPT. Note that uniforms must be worn on UPS property and be taken off prior to leaving UPS property.

Service Provider Trainee Signature	Date
NCDT Load Instructor County to	Data
NSPT Lead Instructor Signature	Date

7

Day 1 - In-Class - Prequalification Checklist

Pre-course Documentation	Date	Lead NSPT Instructor Initials
DQF Process Control Log (completion date)		
Medical Examiner's Certificate DOT Physical (expiration date)		
Service Provider's License (expiration date)		
Pre-course CBT Modules	Date	Initials
DIAD Space & Visibility Backing		
Uniform and Appearance Standards	Date	Initials
Uniform Appearance		
Please verify that the following items were review before reporting to NSPT. If not, please contact Representative.		
Pay Rates (and progression schedule)	Date	Initials
Union Initiation and Dues (new hires must also complete forms)		
Service Provider Trainee Signature	Date	
NSPT Lead Instructor Signature	Date	

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Day 1 – In-Class – Service Provider Trainee Progress Review

The "Service Provider Trainee Progress Review" form monitors the trainee's progress throughout the entire training process, during both In-Class and Center Qualification training periods. This form allows NSPT Instructors and the Center Management Team to monitor individual progress and provide additional training, where needed. It also serves as an effective communication tool, as well as a feedback mechanism to reinforce all aspects of the Service Provider's job. In order to maximize its benefits, the following rules should be carried out:

- Review form must be completed and reviewed with the Service Provider Trainee daily.
- In the event of disqualification, copy of the completed form must be submitted to the District Workforce Planning Manager.

Version: 2014_08_25-001

Service Provider Trainee Progress Review New Service Provider Training Profile for: In-Class Training - Day enter Qualification - Day

			11	1-Class	Iraini	ng - Di	ay					Cen	ter Qu	annicat	ion - D	ay			
	Element	Expected Results	1	2	3	4	5	1	2	3	4	5	6	7	8	9	10	Overall Results	Disqualification Reasons/Check All That Apply
11 3 3	Injuries	0						0	0	0	0	0	0	0	0	0	0		
01	Accidents	0	SE SO				MARIE.	0	0	0	0	0	0	0	0	0	0		
Safety & Appearance	Attendance (Absent or Late)	0						0	0	0	0	0	0	0	0	0	0		
Safety & ppearance	Appearance (Acceptable)	Yes						4	4	9	4	4	1	9	9	9	0		
Sat	Space & Visibility (Acceptable)	Yes		T Fee			No.	1	9	8	The same	COLUMN TO SERVICE STATE OF SERVICE STATE	1	1		145	B 40		
<	Safe Work Methods Acceptable)	Yes						4	8	4	9	9	4	sil.	9	9	9		
													9	4	9	9	9		
St St	Delivery Methods (Acceptable)	Yes	NO.		1000	100	SONS!	N	N	8	9	1	4	1	9	9	5		
	Pickup Methods (Acceptable)	Yes			1000	100		9	8	8	100	8	9	8	8	9	2		
Methods & Performance	DIAD Recording Skills (Acceptable)	Yes	RP T		1			9	9	9	200	NAME OF	9	9	1887		1		
DO ELL	SPORH						1	4.29	15.8	1500	2.11	2160	464		180	1181			
Methods & erformance	Planned Day				75 140	-	WEST.	8.60	7.65	7.75	875	6.00	B.F.	8.0%	8.8	8.72	2000	5	
Pe B	Paid Day					1	1	10.03	8.00	0.00	20	8.75	1.65	6.00	8.13	8.0	8 8.x	0	
10 10	Over/Under Allowed		THE RESERVE					1.17	25	.64	119	.56	-58	61	.98	-77	-55		
	Missed Packages (On-Route Only)	0					1000	0	0	0	0	0	0	0	0	0	0		
	Late Air	0			- 1000			0	1	6	0	0	0	0	1	0	0		
	Paid Send Agains	<2%				To della	CO ASS	.11	1.5	.9	.11	2.5	.8	1.7	0	1.1	.7		
	Missed Pick-Ups	0		STATE OF THE PARTY		755 BULL	100	0	0	0	0	0	0	0	0	0	0		
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e S	COD Irregularities	0		(6:55)	200 Di		100	0	0	0	0	0	0	0	0	0	0		
Service & Sales	Driver Follow-Ups	0			-100	4		0	0	0	0	0	0	0	0	0	0		
Se	Concerns	0		200	TO COM			0	0	0	0	0	0	0	0	0	0		
	RS Exceptions	0			DE LES			0	0	0	0	0	0	0	0	0	0		
100	Customer Interaction Skills (Acc)	Yes				(B) EC	DE S	4	9	4	1	PARE	51	51			313		
100	Sales Lead	>1			1	TE TE		0	0	0	0	0	0	0	0	0	0		
F . T.	Attitude	Α						1	1	n	R	A	1	A	1	A	1		
			1200	1				(b)	(6),	(b)	771	CI							
	Employee Initials			_	_		_	`	` //	` /	7,7)							
	Trainer Initials							(b)	(6),	(b)	(7)	(C)							

(b) (6), (b) (7)(C) Lade was from ity / late was to blug L Late Non - Enn Dkg/h-la to blug , was till deporter to Color

Note: This form must be completed daily, be reviewed with the Service Provider trainee daily, and be included in the NSPT Profile. In the event of disqualification, a copy must be submitted to the District Workforce Planning Manager.

Non Commenced Love Deliveres late - Notices Center Deckage lestinit to house

TAKE CHARGIE



New Sales Lead

Get it!

. (Complete this section for	r new volume opp	ortunities.)
Date (6) (8), (6) (7)(6)	UPS Em	ployee ID# (b) (6), (b) (7)(0
UDC Frankria Na	(b)	6), (b) (7)(C)
		1
Company Name _		and the second s
Company Address		
City	State	Postal Code
Country		
Company Contact	Name	
Contact Phone #_		
this customer.	0.00	garding your knowledge of
Is this customer local Does this company Check One: Ye	ated at a resid have a UPS ac s Account #	ential address? Yes No
No	ot Sure	
		ove know they will be ead? Yes No
ls this lead for volur Yes No		as lost within the past year?
What UPS opportuni (Check all that apply)	ty exists at th	is company?
Jnternatio	nal	Air Freight
✓Air		Ocean Freight
<u>√</u> Ground		UPS Customs Brokerage
UPS Freig	ht"	UPS Express Critical

G190/2012 Revised 12/09 12/09 thred Paced Service of America. Inc. 1975. The UPS brandwark, and the color breast are fundaments of United Sprace of America, loc. At highly respect



Joe Victor Vice President

Phone: 330-649-9633 • Fax: 330-649-9637 Voice Mail: 866-202-3851 Email: joe@MarkerMan.com 4092 Holiday Street NW, Canton, OH 44718



AIR EXCEPTION REPORT

DELIVERY DATE:



Print Date: 17 Print Time: 10:51 Page: 1 of 1

SUP DRIVER DEL GRP LATE REASON ADDRESS LABEL TIME DISPOSITION SRV TIME (b) (6), (b) (7)(C) (b) (6), (b) (7)(C) (b) (6), (b) (7)(C) 1 16:07 15:00 VISI 1DS Left Building 09:25 10:30 11:00 Driver Summary: (b)(6)(6)(7)(C)
Commit Times: 08:30 Commit Time Totals 10:00 10:30 09:00 09:30 11:30 Stops 15 Pkgs 23 Missed Pkgs 0 0 0 0 0 Commit Times : 12:00 14:00 15:00 16:30 Total Missed Pkgs 0 Supervisor Group 1 Summary: Commit Time Totals Commit Times : Missed Pkgs : 09:00 Stops 15 10:00 10:30 11:00 11:30 08:30 09:30 Pkgs 0 0 0 0 0 23 Commit Times : Missed Pkgs : 12:00 14:00 15:00 16:30 Total 0 0 0

SLIC SUMMARY:									Commit Ti	me Totals
Commit Times :	08:30	09:00	09:30	10:00	10:30	11:00	11:30		Stops	Pkgs
Missed Pkgs :	0	0	0	0	0	0	0		1.5	23
Within 15 Minutes: After Commit Time	0	0	0	0	0	0	0			
Commit Times :	12:00	14:00	15:00	16:30				Total		
Missed Pkgs :	0	0	1	0				1		
Within 15 Minutes: After Commit Time	0	0	0	0				0		

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Sheet

Tradavatas la Sign care Ano Charle our list a bout the Miles

(D)(O).(D)(I)(O) 2017				Air Ch	neck (Off List					
DRIVER	Air P/U	Air Pieces Unloaded	Driver Initials	DRIVER	Air P/U Pieces	Air Pieces Unloaded	Driver Initials	DRIVER	Air P/U Pieces	Air Pieces Unloaded	Driver Initials
b) (6), (b) (7)(C)		(b) (6), (b) (7)(0	(b) (6), (b) (7)(C)			(b) (6), (b) (7)(0	<u> </u>			
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~ Beat the Miles~ ORION versus Actual

			Veer	ERDAY	,				8/22/2017 TODAY
SSILLON							1	On-Road	TODAY
Driver Name	ORION	ACTUAL	ORION	Actual vs ORION	% ORION TRACE	Today's ORION	Actual	Help +/- Stops	Explanation / Notes
(6), (b) (7)(C)	ODO	#N/A	#N/A	#N/A	#N/A	53	65		Ran 2 Misloads & Went around Construction. Detour
And an interest of the second	ODO	76	70	÷6	81.5%	80	Accommodate and the second		
	ODO	65	55	+10	95.2%	50			•
	ODO	68	64 *	÷4	82.7%	5.5	50		
	000	51	44	+7	84.3%	48			,
	ODO	29	29		95.7%	28	29		
	ODO	51	35	÷16	89.3%	37			
	000	67	64	+3	95.7%	54	Ų5	1.1	picked up Jackson ups stone
	ODO	60	64	-4	90.5%	50	57		picked up Jackson ups store Znd AH critical care rackage
	ODO	61	55	+6	89.9%	56	5		
	#N'A	#N/A	#N/A	#N/A	#N/A	#N/A			
	ODO	111	117	-6	70.7%	115			
	ODO	132	[1]	+21	90.0%	111		age 2 of 3	



Commit Times :

Missed Pkgs :

12:00

0

14:00

0

15:00

0

16:30

0

AIR EXCEPTION REPORT
(DIGITALITY)
DELIVERY DATE: 1

Print Date: 09:40 Page: 1 of 1

Total

SUP DRIVER GRP LATE REASON ADDRESS LABEL SRV TIME TIME DISPOSITION (b) (6), (b) (7)(C) (b) (6), (b) (7)(C) (b) (6), (b) (7)(C) EAM 09:49 09:00 Driver Summary: (b)(8).(b)(7)(C)
Commit Times : 08:30
Missed Pkgs : 0 Left Building 09:22 10:30 11:00 Commit Time Totals 09:30 10:00 11:30 09:00 Stops 13 Pkgs 0 0 1 0 0 1.3 Commit Times : 12:00 14:00 15:00 16:30 Total Missed Pkgs Supervisor Group 1 Summary: Commit Time Totals Stops 13 09:30 Commit Times : 08:30 09:00 10:00 10:30 11:00 11:30 Pkgs Missed Pkgs 0 1 0 0 0 13

SLIC (D)(6)(D) SUMMARY:									Commit Ti	me Totals
Commit Times :	08:30	09:00	09:30	10:00	10:30	11:00	11:30		Stops	Pkgs
Missed Pkgs :	0	1	0	0	0	0	0		13	13
Within 15 Minutes: After Commit Time	0	0	0	0	0	0	0			
Commit Times :	12:00	14:00	15:00	16:30				Total		
Missed Pkgs :	0	0	0	0				1		
Within 15 Minutes:	0	0	0	0				0		
After Commit Time										

Missed Pkgs :

0

0

0

AIR EXCEPTION REPORT

DELIVERY DATE:

Print Date: 09:41
Print Time: 09:41
Page: 1 of 1

SUP DRIVER DEL CMT GRP LATE REASON ADDRESS SRV LABEL TIME TIME DISPOSITION (b) (6), (b) (7)(C) (b) (6), (b) (7)(C) (b) (6), (b) (7)(C) 10:47 09:00 (b) (6), (b) (7)(C) 1DA (b) (6), (b) (7)(C) 12:18 10:30 Other Driver Summary: (b)(8).(b)(7)(C) Left Building 09:22 10:30 11:00 Commit Time Totals 10:00 09:00 09:30 11:30 Commit Times : 10:30 Stops Pkgs Missed Pkgs 15 0 1 0 0 0 23 Commit Times : Missed Pkgs : 12:00 14:00 15:00 16:30 Total 0 0 0 0 Supervisor Group 1 Summary: Commit Time Totals Commit Times : 11;00 09:00 09:30 10:00 10:30 11:30 Stops Pkgs Missed Pkgs 0 Commit Times : 12:00 14:00 15:00 16:30 Total

SLIC SUMMARY:			,		***************************************				Commit Tin	ne Totals
Commit Times :	08:30	09:00	09:30	10:00	10:30	11:00	11:30		Stops	Pkgs
Missed Pkgs :	0	1	0	0	1	0	0		15	23
Within 15 Minutes:	0	D.	0	0	0	0	0			
After Commit Time										
Commit Times :	12:00	14:00	15:00	16:30				Total		
Missed Pkgs :	Ó	0	0	0				2		
Within 15 Minutes:	0	0	0	0				0		
After Commit Time										

S/A & Missed

FOR DATE:

Print Date:
Print Time: 09:41 Page: 1 of 1

RES/COM STOPTIME ---INFO NOTICE SHIP # TRACKING # TYPE

---- CHARGE(S) ---AMOUNT TYPE DISPOSITION

(b) (6), (b) (7)(C)

08/17/17

Loop:

Vehicle(s):

(b) (6), (b) (7)(C) RES 17:40 (b) (6), (b) (7)(C)

DEL Not In 2

(b) (6), (b) (7)(C) (b) (6), (b) (7)(C)

STOP ADDRESS

COM 18:22 (b) (6), (b) (7)(C)

DEL Missed

2017 Young Guns Competition

Date	2017								
	And it is a positional and control of the control o	A STATE OF THE PARTY OF THE PAR		Seat Belt	Bulk Head	Record in	Back First	Backing	Points
Division	Center	Employee Name	Job Title	Off	Open	Travel	Exceptions	Speed	Lost
SOUTH	CANTON-MASSILI.ON	(b) (6), (b) (7)(C)	(b) (6), (b) (7)(C)	0	0	0	D	2.2	G
SOUTH	CANTON-MASSILLON	(b) (6), (b) (7)(C)	(b) (6), (b) (7)(C)	0	0	0	Q.	4.2	-6
SOUTH	CANTON-MASSILLON	(b) (6), (b) (7)(C)	(b) (6), (b) (7)(C)	0	0	0	/ 0	3.3	0
SOUTH	CANTON-MASSILLON	(C	(b) (6), (b) (7)(C)	0	0	0	3 1	2.7	-15
SOUTH	CANTON-MASSILLON	(b) (6), (b) (7)(C)	(b) (6), (b) (7)(C)	0	0	0	0	3.4	0
SOUTH	CANTON-MASSILLON	(b) (6), (b) (7)(C)	(b) (6), (b) (7)(C)	0	0	0	0	2.9	0
SOUTH	CANTON-MASSILLON	(b) (6), (b) (7)(C)	(b) (6), (b) (7)(C)	0	0	0	0	3.1	0

(b) (6), (b) (7)(C) (b) (6), (b) (7)(C)	Kagoning Back hinch
	Endown while Contilles
a book frust	de de experts a ar

Great Lakes MASSILLON

DISTRICT

CENTER

Lakes

RRDD SLIC PAGE 9 OF 75

(b)(6).(b)(7)(C) WEEKENDING: 2017 PKG 2017 08:37 US(EST)

SUPERVISOR GROUP 1
OTHL TOTAL HOURS DRIVER FUNCTION HOURS ** *BRK T/C OTHER WORK HOURS SPORH DELIVERY JALT AM DRV *DBL ON FM DRV TOTAL OVER DWN PAY PER CODE TYPE W/O & WITH MILES PACKAGE PREMIUM STOP NET SW PE PAID WORK *ADD PD *OR S/L TRP ROAD TIME L/S DRFN PLAN UNDR HRS CD *WLK PRLD LSRT OTHR CLRK TRNG LOAN OTHER HOURS PKG SHTL EST TOTL MSD PREC PKGS MSC TOTL REL COD CALL
S
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	DRIVER FUNCTION HOURS V *DBL ON PM DRV TOTAL OVER DWN PAY L TRP ROAD TIME L/S DRPN PLAN UNDR HRS CD		DELIVERY PACKAGE PREMIUM STOP NET EST TOTL MSD PREC PKGS MSC TOTL REL COD CALL
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T1 4593 86 4552 -207 1465 1 T2 4593 98 4369 4759 42 306 236 AV 919 919 20 874 17 910 952 -41 42 16.96 16.96 61 293 47	673 3 134 52
	S ONLY) HELPER DEL & P/U DELIVERY PICKUP ON PKG STP PKG STP ROAD
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TRANSPORT ULDS

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SEND AGAINS

PAID

PACKAGES

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+70.0 DELIVERY PICKUP WRK DELIVERY PICKUP ON 1-20 A-K +31.5 PKG STP PKG STP HRS PKG STP PKG ST

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b) (6), (b) (7 PAGE 10 OF 72

*BRK T/C TOTAL HOURS DRIVER FUNCTION HOURS OTHER WORK HOURS SPORH DELIVERY DRV +DBL ON PM DRV OVER DWN PAY PER CODE TYPE W/O & WITH MILES PACKAGE PREMIUM AM TOTAL STOR NET *WLK PRLD LSRT OTHR CLRK TENG LOAN OTHER HOURS PD +OP. TRP ROAD TIME L/S DRFN PLAN UNDR HRS CD PKG SHTL EST TOTL MSD PREC PKGS MSC TOTL REL COD CALL S 287 M C 1003 1003 962 22 1003 884 119 5C 14.24 14.24 50 31 120 T O 800 800 12 777 12 800 755 5C 15.83 15.83 39 206 25 1 1.09 36 4.5 1 387 887 812 637 773 5C 15.02 15.02 221 48 2 111 12 13 64 T O 943 943 13 918 12 943 895 49 5C 14.27 14.27 63 265 45 120 47 875 807 121 875 3.8 842 804 3.8 50 3.3 16.36 16.36 53 238 3.9 57 S 1T 4508 315 1217 211 4425 4508 75 4276 4111 83 189 581 T2902 855 15 885 822 63 42 15.08 15.08 243 37 116 902 15 (MEMO ITEMS ONLY) ODS DEL TRP DRP SUREPOST TRANSPORT ULDS SEND AGAINS PICKUP TOT BEFORE SPECIAL COUNTS TRAILER DEL & P/U HELPER DEL & P/U GROSS CNT NUM GROSS HNDL NUM BOX TOTAL PKG DELIVERY | PICKUP | WRK C/C PAID PACKAGES STOPS MX 1430 470.0 DELIVERY PICKUP ON PKGS PKGS CNT PKGS PKGS ULD NUM PCT PKG STP PKG UNLD LOAD NUM PCT TOTL RCV PPD HVL TOT MSD PKG PKG STP PKG STP PKG STP HRS PKG STP PKG STP ROAD 1 .4 36 11 5 3 176 22 5 1.5 4 14 -1 2 18 11 2 . 9 194 £. 1 1 , 4 211 34 11 1 1 50.0 6 2.5 45 16 4 2.1 13 64 30 11 662 32 72 93 11 12 20.0 132 18 12 6 - 6 (b) (6), (b) (7)(C BORROWED FROM TCTAL HOURS DRIVER FUNCTION HOURS *BRK, F/C OTHER WORK HOURS SPORH DELIVERY PREMIUM DRV *DBL ON PM DRV OVER DWY PAY PER CODE TYPE W/O & WITH MILES PACKAGE AM TOTAL STOP NET TRP ROAD TIME L/S DRFN PLAN UNDR HR. WORK S/L CD *WLK PRLD LSRT OTHE CLRK TRNG LOAN OTHER HOURS PKG SHTL EST TO:L MSD PREC PKGS MSC TOTL REL (b) (6), (b) (7)(C) 35 35 35 5 35 77 T2 (MEMO ITEMS ONLY) UREPOST TRANSPORT ULDS DRP QD\$ DBL TRP TOT SEND AGAINS PICKUP BEFORE SPECIAL COUNTS TRAILER DEL & P/U HELPER DEL & P/U CNT NUM JROSS HNDL NUM C/C PAID STOPS 1430 BOX TOTAL PKG DELIVERY PICKUP WRK PA: AGES .4X +70.0 DELIVERY PICKUP ON PKGS PKGS ULD NUM PCT PKG STP PKG PEG STP UNL LOAD NUM PCT TOTL RCV PPD HVL TOT MSD PKG 1-20 A-K +31.5 PKG STP PKG STP HRS PKG STP PKG STP ROAD



b) (6), (b) (7)(C)

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WEEKENDING:

(b) (6), (b) (

SUPERVISOR GROUP 1

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ups	Service Provider Trainee Progress New Service Provider Training Pro	Review ofile for:	(b) (6), (I			o o o o				6), (b)	(7)(C)	
	Element	Expected Results	11	12	13	14	15	16	17	18	19	20	Overall Results	Disqualification Reasons/Check All That Apply
	Injuries	0	0	1	0	0	0	0	1	0	0	0		
	Accidents	0	0	-	0	0	0	0	0	0	0	0		
Re NCe	Attendance (Absent or Late)	0	0	0	0	0	10	0	0	0	0	0		
Safety & ppearance	Appearance (Acceptable)	Yes			9							25		
Sa G	Space & Visibility (Acceptable)	Yes	9	9	5	g	4	1	4	9	d	4		
٨	Safe Work Methods Acceptable)	Yes	£	51	250	2560	2	Y	g	<i>3</i> ′	d	2		
	Delivery Methods (Acceptable)	Yes	51	2	51	50	1.5	LY_	5/	5	9	5		
	Pickup Methods (Acceptable)	Yes	£	50	1	5	-500	1×	9	9	8	5		
s & nce	DIAD Recording Skills (Acceptable)	Yes			5			1 '				5		
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Note: This form must be completed daily, be reviewed with the Service Provider trainee daily, and be included in the NSPI Profile. In the event of disqualification, a copy must be submitted to the District Workforce Planning Manager.

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Day 2 — In-Class — UPS Uniform and Personal Appearance Guidelines

A professional appearance greatly impacts the way our customers view us and how our employees interact on the job. We require all employees—those who wear UPS-issued uniforms or those who wear their own personal clothing—to maintain a professional appearance that is appropriate for their work environment.

-UPS Policy Book

The UPS Uniform and Personal Appearance Guidelines represent the practical application of our company policy. The guidelines were developed to ensure that the appearance of all UPS people who meet the public while on the job reflect qualities that are part of our high standards of service and professionalism. Although the guidelines generally reflect UPS's company policy, some areas of the country may adhere to different standards as a result of collective bargaining, well established local practices, or the grievance process. Each UPSer who wears a UPS uniform is responsible for thoroughly reviewing and practicing the applicable uniform and appearance guidelines.

UNIFORM

- The complete uniform must be worn while on duty.
 Only designated uniform items are acceptable.
 Uniforms issued by UPS are to be returned to UPS upon conclusion of employment with UPS or upon UPS request.
- The uniform is not to be worn off UPS premises while
 off duty, or for personal use, except in those areas
 where a practice exists allowing a uniform to be worn
 to and from work. The uniforms issued are UPS
 property. Uniforms may not be sold, loaned, or given
 to any individual or organization.
- It is the responsibility of the employee to whom the uniform is issued, to be kept and maintained in accordance with current UPS uniform guidelines, and stored securely at all times.
- All uniform parts should be in good condition (no tears, frayed collars, etc.).
- Shoes must be black or brown only and of polishable leather. Shoes should be sturdy, slip resistant, and kept in a clean and polished condition.
- Undergarments that are visible shall be solid white or brown and should not extend beyond the sleeves of the shirt.
- Long pants must be worn with black or brown socks.
- Uniform shorts can only be worn with the new UPS logo socks.
- No long sleeve shirts with shorts

HAIRSTYLE

MEN

- Hairstyles should be worn in a businesslike manner.
- Hair should not cover any part of the eyes.
- Hair should not extend below the upper half of the ear, nor below the top of the shirt collar in the back.
- Sideburns must be neatly trimmed and should not extend below the bottom of the ear.
- A mustache must be neatly trimmed and should not extend below the corners of the mouth.
- Except for mustaches described above, employees are to be clean shaven.
- Body piercing and tattoos must not be visible.
- Appropriate jewelry may be worn such as a watch and ring
- Visible orthopedic braces or other support devices must be professional in appearance.

WOMEN

- · Hairstyles should be worn in a businesslike manner.
- · Hair should not cover any part of the eyes.
- The length of any hairstyle should not extend beyond the shoulders.
- Hair longer than shoulder length must be worn up, in a style such as a twist or a knot.
- Body piercing (except for post-type earrings which can be worn in both ears. Only one earring per ear is permitted) and tattoos must not be visible.
- Appropriate jewelry may be worn such as a watch and ring.
- Visible orthopedic braces or other support devices must be professional in appearance.

I have read and thoroughly understand the UPS Personal Service Provider Trainee Signature $(b)(6),(b)(7)(C)$	Appearance Guidelines.
Service Provider Trainee Signature(D) (O), (D) (7)(C)	Date
NSPT Lead Instructor Signature	Date

Day 2 - In-Class - Tampering Policy

Except for specifically assigned employees, no employee shall open a parcel for any reason, or place his/her hand into any opened or damaged parcel for any reason. Any such act shall be considered tampering with merchandise, and will be grounds for termination of employment.

Any opened, exposed, damaged, or apparently pilfered parcel shall be removed from the immediate work area when sighted, placed in a safe area by the employee, and brought to the attention of his/her supervisor or any management person at the first opportunity. The supervisor will then determine, upon investigation, the proper disposition of the parcel. Only specifically assigned personnel may inspect, examine, or inventory the contents of such parcels.

A supervisor may, at times, direct an employee to assist in the collection of any loose or spilled merchandise that is brought to his/her attention, to prevent loss thereof.

No opened, exposed, damaged, or apparently pilfered package shall be loaded into any feeder, sorted, or unloaded.

Under NO circumstances should any employee place an item in their pocket or conceal merchandise on their person. Any such act will be grounds for separation from employment since tampering is tantamount to theft.

I have read and thoroughly understand the UPS Tampering Policy.

Service Provider Trainee Signature _ (b) (6), (b) (7)(C)	(b) (6), (b) (7)(C) Date
NSPT Lead Instructor Signature	Date

Day 2 - In-Class - Personal Use of the UPS Delivery System

Any UPS employee placing parcels into the UPS delivery system will be treated like any other customer. All parcels must be properly documented and normal and customary charges must be paid.

Shipping of parcels without paying the proper shipping charges is considered theft of company money.

Any employee shipping parcels for themselves or others without paying the proper shipping charges is committing an act of dishonesty and will be subject to disciplinary action up to and including discharge.

Gambling Policy

1

The UPS Policy Book states, "We prohibit gambling," the holding of raffles, solicitations, and similar activities on company time or premises. At best, these are un-businesslike activities and inappropriate on the job. They also place our people under improper pressure to spend or contribute money.

Any employee who, while on duty, shows disregard for company rules and supervisory direction by taking part in any form of gambling, holding raffles, football cards, soliciting and similar activities will be subject to disciplinary actions.

I have read and thoroughly understand the Personal Use of the UPS Delivery System Policy and the UPS Gambling Policy.

Service Provider Trainee Signature	(b) (6), (b) (7)(C)	Date
NSPT Lead Instructor Signature		Date

Day 2 - In-Class - Space & Visibility Training

To be completed by On-Car Trainer/NSPT Lead Instructor New Service Provider Trainee: Date: ____/___ Center: Observation: Areas of Strength: Areas of Development: Explanation: New Service Provider Response: Commentary: Time: _____ Area: _____ Drill: New Service Provider Attitude toward Training: New Service Provider Application of Training: Comments: QUESTIONS Yes No 1) Did the New Service Provider accept and apply this training? 2) Does the New Service Provider feel he/she will become a better driver using this training? 3) Does the New Service Provider know the four major areas of concentration as illustrated by your training? (intersections, traffic lights, motorists/pedestrians, use of mirrors) 4) Did the Service Provider Trainee use the seat belt consistently? 5) What additional training do you recommend the New Service Provider be given? Service Provider Trainee Signature NSPT Trainer Signature

Day 3 - In-Class - Space & Visibility Training To be completed by On-Car Trainer/NSPT Lead Instructor New Service Provider Trainee: ______ Date: ____/____ Center: Observation: Areas of Strength: Areas of Development: Explanation: New Service Provider Response: Commentary: Time: Area: Drill: New Service Provider Attitude toward Training: New Service Provider Application of Training: Comments: **QUESTIONS** Yes No 6) Did the New Service Provider accept and apply this training? 7) Does the New Service Provider feel he/she will become a better driver using this training? 8) Does the New Service Provider know the four major areas of concentration as illustrated by your training? (intersections, traffic lights, motorists/pedestrians, use of mirrors) П 9) Did the Service Provider Trainee use the seat belt consistently? 10)What additional training do you recommend the New Service Provider be given? Service Provider Trainee Signature **NSPT Trainer Signature**

Day 4 - In-Class - Locked Car Certification

Ignition keys must be removed and the vehicle properly secured at all stops.

The rear door of your vehicle must be locked at all times.

The bulkhead door is to be locked ANY TIME the Service Provider is not in the rear of the package car, including when the vehicle is being driven. This includes deliveries in Driver Release areas.

The safety chain in vehicles with overhead doors must be used to and from your delivery area. If the safety chain is part of the locking mechanism, it must be used at all times.

Never leave packages in the cab of the package car. There is a greater chance of break in if there are packages in the cab.

It is the responsibility of each Service Provider to inspect the locks on his/her package car each morning prior to leaving the building. Any locks not in working order should be reported to your supervisor immediately. If the shop cannot repair the lock(s) prior to dispatch, the locks must be written up that evening on the Driver Vehicle Inspection Report (DVIR).

Service Providers are responsible for integrity of the locks on their package cars. Locks should not be altered in any way that reduces effective operation. For example, stuffing bulkhead doors with paper, sticks, etc. may reduce effective operation. Service Providers should be careful not to damage locks. No Service Provider should leave a key in a lock while opening the roll-up back door.

I have read and understand the UPS Locked Car Certification procedures.

Service Provider Trainee Signature _	Date
NSPT Lead Instructor Signature	Date

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Day 4 - In-Class - Driver Release Certification

Deliver packages by the Driver Release procedure, without obtaining a signature, using the following guidelines:

Characteristics of Driver Release Stops

- Driver Release stops must be residential (commercial deliveries require signatures)
- Packages for a residential or in-home business not open to the public may be
 Driver Released when this is the customer's preference
- Driver Release stops must be to single-family dwellings (duplexes, condominiums, mobile homes, and townhouses with private entrances may be Driver Released when safe)
- Apartments may not be Driver Released
- Driver Release stops must be in an area approved for Driver Release (nonapproved areas will be indicated on DIAD)

Certain types of packages must not be Driver Released:

Prohibited Packages

- Controlled high-risk packages (a signature by the consignee must be obtained)
- Obvious high-risk packages, such as computers, watches, and fine jewelry (if the package is recognizable as high-risk, a signature by the consignee must be obtained)
- Adult Signature Required packages

Guidelines for Releasing Packages

- Packages must be left out of sight of the passing public and neighbors
- Packages must be protected from inclement weather (Driver Release bags should be used as needed to keep packages out of weather)
- Packages must be left in a location consistent with the customer's preference (the better your communication with the customer, the more likely you are to know where the customer wants packages to be left)
- Packages must be easy to find
- Leave packages along the customer's daily walk path when possible
- Use an InfoNotice to inform the customer of the package location (if it is outof-the-ordinary or not along the daily walk path)
- Address corrected packages may be Driver Released after verifying the correct consignee (Verification is the Service Provider's responsibility)
- When packages are placed inside storm or screen doors, the door must be securely closed and caution must be used to protect the door from damage

Day 4 - In-Class - Driver Release Certification (con't.)

- Special care should be taken with multiple-package deliveries to ensure that all packages are out of sight, out of weather, and in a safe release location in keeping with the customer's preference
- Packages must not be placed in mailboxes
- Never release a package in an unsafe location
- Get signatures for other deliveries, including indirect deliveries

I have read and understand the UPS Driver Release Certification procedures.

Service Provider Trainee Signature (b) (6), (b) (7)(C)

Date Date Date Date Date

Version: 2014_08_25-001

Day 4 - In-Class - Driver Follow-up (DFU) Certification

Driver Follow-up is a form that allows Service Provider to obtain and record delivery receipt from consignee, for package(s) that have been reported as not-delivered by the consignee.

Service Provider's Interview of the Consignee

- 1. Review the delivery and follow-up facts. Ask the following questions:
 - Verify the delivery stop location to the address on the DFU.
 - Visualize where you left the package.
 - Could the package have been misdelivered?
 - Are there similar addresses near the delivery?
 - Who is the package from?
 - What day was the package delivered?
- 2. Record the Driver Follow-up in your DIAD.
- 3. Make contact with the original consignee.
 - Take a positive approach
 - Be confident
 - Be friendly
 - Be businesslike
- 4. Review with the consignee the delivery in question:
 - Date of delivery
 - Company name
 - Contents of package (if available)
 - Where package was left
 - Any other pertinent information (order #, invoice #, color, size, etc.)
- 5. In a friendly, business like manner ask the following questions:
 - Did you receive the package, but have some other problem with the delivery? (such as shortage, quality, damage, price, etc.)
 - Did you receive a package that contained a different order?
 - Are there other members of the household who could have received the package(s)? (children, spouse, baby-sitter, etc.)
 - Offer to return on the following day, to provide the consignee the appropriate follow-up time, if necessary
 - Discuss with the consignee where you will release packages on future deliveries

Day 4 - In-Class - Driver Follow-up Certification, cont.

- 6. If the consignee acknowledges receipt of the delivery in question:
 - Have the consignee sign the Driver Follow-up, as noted in the "Positive Response" section
 - Print the consignee's name on the DFU form
 - Obtain consignee's phone number, if it is not listed on the Follow-up
 - Apologize for the inconvenience
 - Thank consignee for his/her time
- 7. If the consignee denies receipt of the delivery in question:
 - Have the consignee sign the Driver Follow-up, as noted in the "Negative Response" section
 - Write the consignee's name
 - Obtain consignee's phone number, if not listed on the Follow-up
 - Discuss where you will release packages on future deliveries
- 8. If neither a positive or a negative response is obtained:
 - Complete the Driver Follow-up, noting the exception (i.e., Consignee moved, unable to contact, Package picked up and RTS, Consignee refuses to answer, Unable to contact consignee)
- 9. If consignee is not in:
 - Leave an InfoNotice, and contact the neighbors to determine when the consignee is likely to be home
 - Attempt to make telephone contact with the consignee to schedule a face-toface visit and interview
- 10. Turn in the completed Follow-up

I have read and understand the UPS Driver Follow-up Certification procedures.

Service Provider Trainee Signature	Date
NSPT Lead Instructor Signature	Date

Day 4 - In-Class - High-Risk Packages Pickup Procedures

Maintaining the security of high-risk packages is a critical component of our business. In order to do so, follow the pickup procedures outlined below.

High-risk packages have special controls for the following reasons:

1. Reduces loss or damage due to less handling.

2. Eliminates the possibility of high-risk packages being released without a signature.

Reduces losses of high-risk send-agains.

4. Enhances accountability for high-risk packages.

Pickup Procedures

- All pickup packages with a declared value of \$1,000 or more must be reviewed for proper packaging and labeling by the Service Provider
- Inspect all high-risk packages for legible shipper number, legible consignee address, correct return address and double labels
- The label on the package must match the pickup record
- The Service Provider should check the pickup record and compare it with the tracking number on the package to verify that the high-risk package is actually being picked up
- The Service Provider should initial any pickup record with a package valued at \$1,000 or more (this will indicate that the package has been audited as described above)
- High-risk packages must be segregated in the pickup load and brought to a management person for inspection and signature
- Take the pickup record and the high-risk packages of \$1,000 or more to a center supervisor, manager, or security representative for inspection and sign-off
- Never leave high-risk packages unattended

Your help and cooperation is needed to control high-risk packages and reduce claim expense.

I have read and understand the High-Risk Package Pickup procedures. (b) (6) (b) (7)(C)

Service Provider Trainee Signature _	(b) (6), (b) (7)(C)	Date
NSPT Lead Instructor Signature		Date

(1) (0) (1) (7)(0)

Day 4 - In-Class - High-Risk Packages Delivery Procedures

Maintaining the security of high-risk packages is a critical component of our business. In order to do so, follow the delivery procedures outlined below.

High-risk packages have special controls for the following reasons:

Reduces loss or damage due to less handling.

2. Eliminates the possibility of high-risk packages being released without a signature.

Reduces losses of high-risk send-agains.

Enhances accountability for high-risk packages.

Delivery Procedures

- Management and Service Providers must sign for high-risk packages prior to delivery to ensure control and awareness of these packages
- All controlled high-risk packages must be delivered to the consignee address on the package only
- It's very important that the Service Provider is aware of high-risk packages so they DO NOT Driver Release, Indirect, or Misdeliver these packages
- Service Providers should not deliver address-corrected high-risk packages. These packages must be returned to the center manager
- If a high-risk package cannot be delivered, it must be returned to the supervisor and notations made on the high-risk control log
- The following day the package will again be controlled on the high-risk control log
- The control log must be signed every time it changes hands

It is very important that we follow these control procedures in order to reduce our losses. You are responsible for following these procedures every time you deliver high-risk packages. There are NO exceptions.

I have read and understand the High-Risk Package Delivery procedures.

Service Provider Trainee Signature (b) (6), (b) (7)(C)	(b) (6), (b) (7)(C) Date
NSPT Lead Instructor Signature	Date

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Day 4 – In-Class – Collect on Delivery (C.O.D) Handling Procedures

The purpose of the C.O.D. Handling Procedures is to provide quality C.O.D. services, maintain employee safety at UPS and minimize loss.

Action

Audit the instructions box on the C.O.D. tag or on the bottom of thermal shipping label. If there is nothing there, the consignee can pay with a check made out to the shipper as shown on the C.O.D. tag or on the label. The address on the check must agree with the delivery address on the C.O.D. tag or the label. All checks must be signed, the written dollar amount must match the numeric amount, and the date must be current. Post-dated, out-of-state or out-of-country checks cannot be accepted.

Note: Checks previously endorsed (known as third party checks) are not acceptable.

C.O.D. Procedure

Progressive turn-in: Complete the recording of the package. If the receiver is preparing a check and there are no special instructions on the C.O.D. tag, indicate "check" in your DIAD.

Accept the payment from the receiver. Obtain signature. All collections must be made prior to releasing the parcel(s) to the consignee. Invoices attached externally may be made available to the receiver; however, packages cannot be opened or left before the collection is concluded.

Payment by check: After verifying that the address and amount match the C.O.D. tag(s) or shipping label, confirm that the date is current, and it is made payable to the customer who shipped the package. Check for a signature on the check. If check is made out improperly, ask the customer to void the check and write a new one. Do not accept a check with missing or incorrect information.

Note: When accepting a check, it is the responsibility of the person making the collection to collect a check that appears to be, to a reasonable person, an acceptable instrument for payment, which is a check that does not appear to be fraudulent.

If the validity of the check is questionable, explain to the customer that special approval is needed before accepting this type of check. Leave immediately and contact your supervisor for instructions. Do not leave the package.

Day 4 - In-Class - C.O.D. Collection Certification

I understand my responsibilities related to the procedures stated below.

Responsibilities:

DIAD entry instructions

C.O.D. calculate screen use

Check or no instructions

No post-dated checks

No third party checks

Progressive turn-in responsibilities

No out-of-state or out-of-country checks

Payment by check responsibilities

Collections made prior to opening or releasing package



I certify that I have been trained and have a clear understanding of my job responsibilities regarding C.O.D. collections.

Service Provider Trainee Signature

NSPT Lead Instructor Signature _____

Date _____

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Day 4 – In-Class – Single Package C.O.D.'s Over \$10,000 Certification

This certification should be conducted annually to ensure that all Service Providers as well as customer counter personnel understand the current UPS policy on C.O.D.'s in excess of \$10,000.

UPS does accept single package C.O.D.'s in excess of \$10,000, but UPS will only accept a single check or monetary instrument for a single C.O.D. in excess of \$10,000.

For example, a C.O.D. tag for \$12,000, you must take only ONE check (or ONE money order/cashier's check) in exchange for the package.

Any violation of this policy creates additional work for you as well as a potential \$25,000 fine.

Your signature indicates that you understand the current UPS policy on single packages C.O.D.'s in excess of \$10,000.

Service Provider Trainee Signature _ (b) (6), (b) (7)(C)	(b) (6), (b) (7)(C) Date
NSPT Lead Instructor Signature	Date

Version: 2014_08_25-001

Day 4 - In-Class - Space & Visibility Training To be completed by On-Car Trainer/NSPT Lead Instructor New Service Provider Trainee: Date: ___/___/_ Center: Observation: ____ Areas of Strength: Areas of Development: Explanation: New Service Provider Response: Commentary: Time: _____ Area: ____ Drill: New Service Provider Attitude toward Training: New Service Provider Application of Training: Comments: **QUESTIONS** Yes No 1) Did the New Service Provider accept and apply this training? 2) Does the New Service Provider feel/he/she will become a better driver using this training? 3) Does the New Service Provider know the four major areas of concentration as illustrated by your training? (intersections, traffic lights,/motorists/pedestrians, use of mirrors) 4) Did the Service Provider Trainee use the seat belt consistently? 5) What additional training do you recommend the New Service Provider be given? Service Provider Trainee Signature NSPT Trainer Signature

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Day 5 - Service Provider Trainee Acknowledgements

The following guidelines must be understood and adhered to at all times during and after the Center Qualification period. Service Provider trainees must now fully understand these guidelines and follow these procedures as outlines. NSPT Lead Instructor should be notified if additional training is required in any of the following areas. Service Provider trainee should not begin Center Qualification, unless full understanding of these guidelines is acknowledged.

Safety

I hereby acknowledge that I am expected to follow safety instructions provided to me through the Safe Work Methods and Space & Visibility Training programs at all times. Cell phones, DIAD, and other handheld devices should not be used while driving.

Service Commitments

I hereby acknowledge that I am expected to meet all service commitments set forth by my Center Management.

Work Measurements and Standards

I hereby acknowledge that my performance is measured daily according to a series of work measurement standards. These standards collectively determine my daily Planned Hours and I am expected not to exceed this plan.

340 Methods and Procedures

I hereby acknowledge that I fully understand my responsibility to learn and apply the 340 Methods (Service Provider Delivery and Pickup Methods). I also acknowledge that I am obligated to follow these methods at all times.

Stop Recording Procedures

I hereby acknowledge that I fully understand the proper Stop Recording Procedures, as described in the 340 Methods manual. I also acknowledge that I am obligated to follow these recording procedures at all times.

Service Provider Trainee Progress Review

I hereby acknowledge that my individual progress will be monitored and reviewed through the "Service Provider Trainee Progress Review" daily.

(b) (6), (b) (7)(C Service Provider Trainee Signature	(b) (6), (b) (7)(C) -17
NSPT Lead Instructor Signature	_ Date

Center Qualification Training



Service Provider Trainee Name:

(b) (6), (b) (7)(C)

Center Name / SLIC:

On-Road Trainer Name:

Business Manager Name:

Package Division Manager Name:

Center Qualification Training Start Date:

Employee ID:

(b) (6), (b) (7)(C) (b) (6), (b) (7)(C) (b) (6), (b) (7)(C)

Safety Mentor Name:

Day 1 - Instructions to the Center Management Team

The Center Management Team must fully comply with the following "NSPT – Center Qualification" guidelines.

- 1) The On-Road Trainer(s) must be certified in the following areas:
 - a. OJS / OJT
 - b. Hazardous Materials
 - c. Sales Lead / Services
 - d. QIP Roadmap
 - e. POST
- 2) The On-Road Trainer(s) must follow the "Center Qualification Overview" exactly as outlined on the next page.
- 3) The On-Road Trainer(s) must also follow daily Center Qualification Overviews, and must complete the required forms.
- 4) The On-Road Trainer(s) must complete the "Service Provider Trainee Progress Review" daily.
- 5) The On-Road Trainer(s) must discuss the "Service Provider Trainee Progress Review" with trainee(s) daily.
- 6) In the event of trainee disqualification, the "Disqualification Reason(s)" section of the "Service Provider Trainee Progress Review" form must be accurately completed.

NSPT Lead Instructor Signature (b) (6), (b) (7)(C)	Date
On-Road Trainer #1 Signa	(b) (6), (b) (7)(C) Date
On-Road Trainer #2 Signature	Date
(b) (6), (b) (7)(C) Business Manager Signature	(b) (6), (b) (7)(C) Date
Package Division Manager Signature $ (b) (6), (b) (7)(C) $	(b) (b) (b) (7)(c) Date

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Center Qualification Overview

	Days	Dispatch	Training Materials	Training Day Overview	
	1 QMP	4.00 – 5.00 Hours	On-Road Safety Review Distracted Driving Procedure	A qualified management person (QMP) accompanies the trainee while on road. The training ride should focus on area knowledge and practice/repetition of skills acquire in the New Service Provider Training (NSPT).	
	2 SPT	6.00 – 6.50 Hours	Safe Work Methods Review	A certified Service Provider Trainer (SPT) accompanies the trainee while on road.	
	3	6.00 – 6.50 Hours	Delivery/Pickup Methods Evaluation Space and Visibility	A certified Service Provider Trainer (SPT) accompanies the trainee while on road.	
	4		PM Quality Review		
- 000	5	6.00 – 6.50 be planned contact with the day to clear up any	The trainee delivers alone. There should be planned contact with a trainer during the day to clear up any areas of confusion and ensure that service commitments are met.		
cation	6	8.00 Hours	Space and Visibility Safe Work Methods	The trainer accompanies the trainee. The trainer should evaluate progress to date and introduce the trainee to the	
Center Qualification	7	6.00 Hours	Delivery/Pickup Methods Evaluation	new area, bringing the dispatch to 8.00 hours.	
Ē	8		PM Quality Review		
en	9	8.00 – 8.50 Hours	AM Quality Review		
	10		On-Area Observation In Depth Progress Review	The trainee delivers alone.	
	11		Scan Check Audit Virtual OJS		
	12		Review Scan Check Audit		
	13	8.00 – 8.50 Hours	Delivery/Pickup Methods Evaluation Space and Visibility A trainer accompanies the	A trainer accompanies the trainee.	
	14		AM Quality Review		
	15	8.00 - 8.50	PM Quality Review		
	16	Hours	Scan Check Audit	The trainee delivers alone.	
	17	Tiours	Review Scan Check Audit On-Area Observation		
	18	8.00 - 8.50	8.00 – 8.50		The manager accompanies the trainee
	19	Hours	Manager Ride	on either the 18 th or 19 th day.	
	20	8.00 – 8.50 Hours	Space and Visibility Safe Work Methods Seniority Approval Form	The trainer completes a final ride with trainee and verifies that the trainee has made acceptable progress in all areas.	

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Day 1 - Center Qualification - Overview

AM – Prior to Employee Start time

 Follow up with preload supervisor or look at Dispatch Management System (DMS), in PAS sites only, for appropriate stop count (range between 6.00 and 6.50 hours)

AM – At Employee Start time

- Introduce Service Provider to the business manager and office staff and PTPCS
- Tour the center introduce Service Provider to preloader and preload supervisor.
- Introduce Service Provider to CHSP committee members and Safety Mentor
- Provide center telephone numbers and center contacts to Service Provider
- Review Emergency Evacuation Procedure
- Show the Service Provider their Training Profile, review briefly what activities and training will occur during the pre-seniority period

Demonstrate Inside AM routine

- Gather supplies
- Check appearance
- PCM Introduce the new Service Provider to the workgroup
- Observe the employee's pre-trip routine
- Determine first 5 stops with the Service Provider

On-Road

- During the drive to the delivery area
- Make small talk to relax the Service Provider
- When appropriate, have Service Provider give the 10-Point Commentary
- Review 5 Seeing Eye Habits
- Review Next Day Air commit time
- Demonstrate 340 Methods delivery first 5-10 stops
- Record observations and trainings provided
- Give commentary on 340 Methods
- Service Provider delivers 10-15 stops
- Give commentary on 340 Methods
- Review Space and Visibility between stops
- Review Safe Work Methods as Service Provider delivers
- Complete the On Road Safety Review form
- Review the UPS Distracted Driving Process
 - o Roster the driver for training code: 1904

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Day 1 – Center Qualification – Overview, cont.

LUNCH

- Review morning activities
- Answer any questions
- Discuss afternoon agenda

On-Road

- Service Provider delivers 10-20 stops
- Review then demonstrate pickup methods completing 5-10 pickups
- Service Provider completes the remainder of pick ups
- Service Provider drives from area

Demonstrate Inside PM routine

- Air recovery/procedures
- Clerk area and personnel
- PM turn in area
- Introduce Service Provider to PM office staff and PTPCS
- Answer any questions

Complete and Review the "New Service Provider Trainee Progress Review" form.

Safety Review

Hazardous Materials Packages	Training Provided	Proficiency Demonstrated
Pre-trip		
Checks pouch in cab for current shipping papers		The second second
Scans load to confirm proper loading of visible Hazmat packages		⊄
Verifies current copy of Emergency Response Guide is in cab		
Delivery of hazardous material packages Locates the diamond hazardous material label and shipping papers		
Verifies package is intact and not leaking		√,
Removes shipping paper from pouch at delivery		□,
Ensures Hazmat packages remain secured and braced		DV
Pickup of hazardous material packages Verifies customer is contract Hazmat shipper ("H" in Pickup Account Field)		⊿
Verifies all information on shipper certification		□
Verifies package info matches shipper certification		4
Knows to pull shipping papers for accounts with multiple Service Providers /1 manifest		✓
Loading hazardous material packages Loads with orientation arrows up		
Loads flat on floor		₹,
Stacks no more than waist high		₩.
Blocks and braces with non-hazardous materials packages		⊠,
Separates different hazardous classes		∡_
Does not accept more than 1,000 pounds of Hazmat pkgs (Excluding ORM/DOT-E)		₽
Leaking package Never delivers/picks up leaking package		√
Knows not to touch a leaking hazardous material package		5 /
Knows to secure the vehicle		* /
Knows to notify supervisor		ı x ∕

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Safety Review, cont.

Emergency Exit	Training Provided	Proficiency Demonstrated
Knows location of nearest emergency exit		d v
Knows evacuation signal		
Knows evacuation route from work area	·	n n n □√
Knows location of assembly point		\

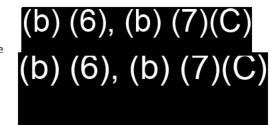
Conveyor Securing / Lockout (Where applicable)	Training Provided	Proficiency Demonstrated
Understands the procedure to break a jam		⊠
Understands the procedure to move a diverter		■
Understands the procedure to walk off a belt		· 🖈
Understands not to attempt running machinery that is locked out		□

Over 70 lbs. and Incompatible Packages	Training Provided	Proficiency Demonstrated
Recognizes the Over 70-Pound package		Ŋ
Make appropriate use of information on Preload Communication Card		
Correctly evaluates the delivery or pickup alternatives		
Gets help when needed		
Uses appropriate lifting aids		
Leverages the heavy package		
Loads the Over 70 or incompatible on floor at pickup		

Comments:	

Service Provider Trainee Signature

NSPT Trainer Signature



Date	(b) (6), (b) (7)(C)	12	
Date	(b) (6), (b) (7)((3) 	

UPS Distracted Driving Policy

The well-being of our people, business partners, and the public is of utmost importance. UPS is committed to safe driving and continues to be a leader in implementing health and safety training for its drivers. Our commitment to safety is award-winning; garnering wide recognition throughout the industry.

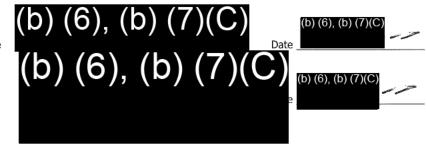
Recent studies by the National Safety Council, federal agencies, and other groups have demonstrated the use of cell phones and other wireless devices while driving pose a significant safety risk. Therefore, effective immediately, UPS has issued the following procedure on distracted driving:

- UPS has adopted a policy on texting and mobile phone use.
 - Drivers should not engage in answering text messages, checking email, or Internet surfing while the wheels of any vehicle are turning or in any public right of way.
 - This includes cell phones, BlackBerries, iPhones, DIADs, and other similar devices.
 - Recognizing it's possible to use wireless devices in hands-free mode, (such
 as a wireless headset or Bluetooth device), UPS encourages its drivers to
 avoid all in-vehicle distractions and to move the vehicle out of the public
 right of way, and be completely stopped in the event they must use a device.
- While UPS requires employees globally to follow all laws from the national to the local level, we also encourage all employees to avoid any in-vehicle distractions, even in localities where no distracted driving legislation has been enacted.
- If a device must be used by a UPSer while driving, move the vehicle out of the public right of way, and be completely stopped prior to use.

As a leader in traffic safety, it is important to UPS that our employees who operate vehicles while conducting business on the company's behalf serve as role models and demonstrate safe driving behavior on the roads at all times. By meeting our own high safety standards, we will be contributing to the well-being of our people, business partners, and the public.

Service Provider Trainee Signature

NSPT Trainer Signature



Day 2 - Center Qualification - Overview

AM – Prior to Employee Start Time

 Follow up with preload supervisor or look at DMS, in PAS sites only, for appropriate stop count (range between 6.00 and 6.50 hours)

Inside AM

- Review Global Timecard System (GTS)report, record results of all elements in the "Service Provider Progress Review" form and review with Service Provider
- Discuss performance expectations
- Check Service Provider appearance
- Answer any questions
- Give an overview of day 2
- Service Provider performs pre-trip
- Service Provider determines first 5 stops

On-Road

- Service Provider drives to area
- Service Provider demonstrates 5 Seeing Eye Habits and 10-Point Commentary and gives key phrases
- Service Provider delivers most of the delivery stops
- Trainer gives commentary on 340 methods, Safe Work Methods, and DIAD skills
- Trainer demonstrates when necessary to enforce commentary
- Complete the Safe Work Methods Review form

LUNCH

- Review the morning's activities
- What is the Service Provider doing well, where is help needed
- Answer any questions

On-Road

- Service Provider completes deliveries demonstrating progressive turn-in procedures
- Service Provider completes pickup log
- Trainer gives commentary on pickup methods
- Trainer demonstrates when necessary to enforce commentary
- Service Provider drives from area

Inside PM

- Service Provider completes Inside PM routine

Complete and Review the "New Service Provider Trainee Progress Review" form.

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	Service Provider		Now Poisso Tooks	
	Record Of Safe Work Meth	hods	New Driver Training Periodic Driver Training	
	/		TAW First Day (enter date)	
	Review driver's entire injury history with the driver. Yes No		LT Injury Follow -up (enter injury date)	
	Driver reminded of injury reporting procedures. Peport immed Num	ber of Injuries	RPP Training (enter injury date)	
		Call in proce	dures	
	Job Set Up			
	1. Dresses to control body heat	Pushing and Pu		
	2. Wears sturdy work shoes with leather uppers & slip-resistant soles			
	3. Stretches prior to job start	130000	ed with direction of motion;	
X			ont of body from near walst level up to the armpits	
	5. Arrives early and gets organized	The same of the sa	. Keeps the work in front of them, within their Power Zone	
	6. Concentrates on the tasks at-hand and avoids distractions		. Pulls the carry aid over curbs, up steps and around corners	
	7. Has the employee been trained in job methods? 8. Has appropriate equipment to complete their job		Pushes the carry aid over level surfaces	
	Safety Tip:" Preparation for the workday prevents injuries"	6 4 7	. Squares shoulders to the bulkhead door and closes door or to sitting in their seat to eliminate end range motion	
	Salety Trp. Preparation for the workday prevents injuries	1	Squares shoulders to shelf when moving packages to select area	
	Lifting and Lowering	4	Slides, walks or rolls heavy, less portable objects	
X	9. Driver can explain & demonstrate the Power Zone for lifting and lower		Controls the momentum of the object when on an incline	
A	-Range of motion that provides maximum strength		k Power Zone. Align your body with direction of movement"	
	-Close to body; lifting range from mid thigh to armolts	carryp	The second state of the second	
	Eight Keys To Lifting And Lowering	Powered Equip	ment	
	10-1. Gets close to the object—w orks w ithin Pow er Zone		. Uses pedestrian door when entering and exiting facility	
	10-2. Positions feet shoulder-width apart, one slightly		. Uses safest and most direct w alk path when going to from the	
	in front of the other	yet wet	hicle w hen parked	
	10-3. Bends at the knees - keep the natural curve of the back	9 9 9 33.	. Establishes eye contact with operator of powered equipment	
	10-4. Tests the object for weight and shifting contents	S 34.	. Crosses street from rear of vehicle	
X	10-5. Gets a firm grip and grasp opposite corners	35.	. Clears the w alk path by looking left, right, left	
	10-6. Lifts with a smooth, steady motion—doesn't jerk		. Uses the conveyor equipment as intended	
	10-7. Moves feet-step or pivot-doesn't twist	Safety Tip:™ Be a	ware of surroundings. If it can move, it will"	
	10-8. Uses the existing equipment or facilities to assist			
	in lifting and lowering	Plan For The Un	•	
	11. Uses handcarts for large loads to avoid excess lifting and	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	. Has a set routine	
	multiple trips to from their pickup and delivery location		. Utilizes the designated walk path	
	12. Loads carry aid outside of vehicle		Stacks packages securely with bottoms fully supported Faces their w ork (30-45 degree angle)	
~	14. Positions their body to avoid end range motions	1 1 1 1 1	. Paces their work (30-45 degree angle) . Opens doors cautiously	
X	Safety Tip: "Never get caught in the double play"	f	Ensures highlight tape is on all six sides of over 70 lb packages	
	carry rip. Hover got energin in the detaile play		Keeps bulkhead door closed	
	Slips and Falls	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Carry aid is secured inside the cargo area	
	Five Keys To Prevent Slips And Falls		. Tits packages up and back before selecting from shelves	
	15-1. Walks at a brisk pace—does not run	5 3 2 46.	. Is aware of surroundings at customer locations	
	15-2. Establishes firm footing to maintain balance	Em	nployee Can:	
×	15-3. Does not walk on rollers, chutes, slides or unsecured bel	t & 47.	. Explain the location of emergency equipment shutoff	
2	15-4. Looks before stepping—scans work area		Explain the location of the nearest eyew ash / show er	
V	To or the too deligation of the signing delication	· —	dentify the location of Emergency Evacuation Plan	
,	16. Parks to avoid slip and fall hazards	3	Explain the location of the nearest exit	
	17. Only uses driver side door for small or no package stop and	1000	Identify their emergency evacuation assembly area	
~	w hen free of vehicle traffic		Identify their non-evacuation assembly area	
- A	18. Uses handrail when entering and exiting		Describe how they are notified of the need to evacuate Demonstrate proper conveyor securing	
×	19. If necessary, packages are placed on the cab floor before		zardous / Dangerous Goods	
	21. Uses optimum carries that do not obstruct vision of the wall	·	Understands procedures involving a damaged/leaking package	
	22. Uses efficient and safe walk path.		Understands procedures involving a damagecinearing package. Understands prohibited hazardous materials poster	
	Safety Tip: "Maintain a stance that puts you in control"		Knows how to load hazardous material shipments	
		-	Know's procedure for hazardous materials shipping papers	
		1 	Tip: "If i l can happen, it will"	
	Service Provider can explain and demonstrate the 8 Keys To Lifting			
	Service Provider can explain and demonstrate the 5 Keys To Prevent	Slips And Falls:	:Yes,/No_	
	(b)	(6), (b) (7)(C)	V -	
	instructions Given (by number):		I a hour toon over lands	
		- 1/-		Married World
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	Service Provider Commitments	العام العام العام العام		
	(b) (6), (b) (7)(0	May the second of the second	
		ت سون دی	(b) (6), (b) (7)(C)	
	Observation Signature		(b) (6), (b) (7)(C)	
	Business Manager's Signature: (D) (C), (D) (7)(C)	/(C)\	(b) (6). (b) (7)(C) ₁ /	
	Updated 03/2010 (0) (6).		- Consensation	
	(3) (3), (3) (1)	\		

Day 3 - Center Qualification - Overview

AM – Prior to Employee Start Time

- Follow up with preload supervisor or look at DMS, in PAS sites only, for appropriate stop count (range between 6.00 and 6.50 hours)

Inside AM

- Review Global Timecard System (GTS)report, record results of all elements in the Training profile and review with Service Provider
- Discuss performance expectations
- Check Service Provider appearance
- Answer any questions
- Give an overview of day 3
- Service Provider performs pre-trip
- Service Provider determines first 5 stops

On-Road

- Service Provider drives to area
- Demonstrates 5 Seeing Eye Habits and 10-Point Commentary and gives key phrases
- Service Provider delivers most of the delivery stops
- Trainer gives commentary on 340 methods, Safe Work Methods and DIAD skills
- Trainer gives demonstrations when necessary to enforce commentary
- Complete <u>Delivery/Pickup Methods Evaluation</u> form
- Complete Space & Visibility Review form

LUNCH

- Review morning activities and today's completed training documentation in the Training Profile with the Service Provider
- What is the Service Provider doing well, where is help needed
- Answer any questions

On-Road

- Service Provider completes deliveries demonstrating progressive turn-in procedures
- Service Provider completes pickup log
- Trainer gives commentary on pickup methods
- Trainer demonstrates when necessary to enforce commentary
- Service Provider drives from area

Inside PM

- Service Provider completes Inside PM routine
- Talk with Service Provider about Day 4
- Reinforce the importance of following the methods

Complete and Review the "New Service Provider Trainee Progress Review" form.



United Parcel Service Record of Safety Ride Addendum Form

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	(b) (6), (b) $(7)(C)$
Observer's	Signature:
	(b)(6),(b)(7)(C)
Business N	Manager's Signature:

Delivery/Pickup Methods Evaluation (b) (6), (b) (7)(C) Service Provider Trainee Operating Center (b) (6), (b) (7 (b) (6), (b) (7)(C) Supervisor_ Car Number (b) (6), (b) (7)(C) Delivery Area Pickup Area Number Check (✓) Box 1 = Training Provided Check (✓) Box 2 = Proficiency Demonstrated Inside AM 1 1 V V Be prompt Verify Premium, Over 70 Pounds, & HazMat pkgs $\sqrt{}$ V Meet appearance standards Determine first 5 stops П V Verify DIAD information \mathbf{V} Handle minimum of packages V Gather Supplies V Leave by assigned exit Perform complete pre-trip & sign DVR Travel 2 1 2 1 \mathbf{V} V П Know your car Size up delivery or pickup order V ₩. Drive safely Park appropriately for stops close together V M Maintain your speed П Park close V ∇ Back only when necessary \Box Use knowledge of the area V Provide service with minimum miles W Tap horn V $\overline{\mathbf{M}}$ Follow delivery area trace Use camera as an additional mirror when backing up Follow the planned pickup order Selection: Inside the Car 1 1 2 \square \square Select from 60-inch floor Have a smooth stop car routine selection area \square V Know the delivery area Handle packages minimum number of times V 囨 Remember five or more stops in advance Load carry aid with minimum pkg handling $\overline{\mathbf{M}}$ V Plan ahead Use smooth rear door selection routine Ø V П Use a one-look selection habit Place packages in equal rows on docks Ø ◩ Select from the 30-inch shelf selection Follow Over 70 lb. pkg handling procedures area M V Align and move packages to selection Handle packages with care V V Face labels for selection Do not record in the car Do not move packages from shelf to shelf Verify blocking/ bracing of Hazmat pkgs

Delivery/Pickup Methods Evaluation, cont.

Walk	ing to	the Delivery Point			
1	2,		1	2,	
	\d	Know your delivery stop		☑,	Carry optimum loads
	W,	Scan the path for obstructions		\(\overline{\sigma}\)	Use a carry aid when needed
	V,	Walk with a brisk pace		V,	Carry the DIAD on the first trip
	V,	Verify address and street		4	Handle the DIAD with care
	V	Call out "UPS"			
		Delivery			,
1	2, Ø		1	2/	
3		Attract immediate attention			Be professional and courteous
☆		Record during unavoidable delays	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	1	Organize COD turn-in progressively
Ą		Announce time-sensitive packages		LI,	Make indirect delivery attempts and
	₫.	Announce COD's and Call Tags		V/	leave InfoNotice first Use InfoNotice correctly
H	Ť	Put packages in final position	H	Ĭ.	Follow Service Provider Release
	-▼	, at packages in imal position		1	guidelines
	7	Expose labels for ease of recording		V	Convey attitude of valuing the
					customer's business
	Ø	Place like shipper numbers	\triangle		Develop additional volume and sales
√		together Get the receiver's signature first	\neg	V	leads Follow Adult Signature Required
LXU	/	Get the receiver's signature first		<u> </u>	procedures
	V	Follow the DIAD recording		V	Follow Return Services procedures
	1	procedures		1	
	□ √	Keep contact brief and business-		Z	Remove Hazmat shipping papers from
	/	like			pouch.
	V	Continue to convey sense of			
		urgency			
Walk	ng fro	om the Delivery Point			
1	2/	•	1	2/	
	V.	Record the next stop		2/ ☑/	Have the key ready
	4	Plan ahead		V	Check pedestrian and traffic conditions
	Ū́ □	Follow DIAD text messaging		Ō	
	/	procedures			
	\\\\\	Follow EDD Usage Methods			
	Ą	Follow CPaD Usage Methods			

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Delivery/Pickup Methods Evaluation, cont.

Inside	e the	Car			
1	2/		1,	2	
	V	Have storage area for Send Agains and Returns	Ø		Follow the start car routine
Ū/		Do not record in the car	Ø		Move out without delay
Иakir	ng the	Pickup			
1	2		1/	2	
		Arrive at pickup point on schedule	\		Encourage additional volume
	1	Greet shipper by name		4	Scan Letter Center barcode and packages
	Ū,	Discourage not-ready situations		4/	Clean and re-supply Letter Centers
	4 /	Visually scan shipping records		Z/	Follow On-Call Air pickup procedures
	4	Scan barcode on Pickup Summary accounts		\alpha	Scan ARS and Internet packages from walkup customers
	4	Ask if shipping information transmitted		Z	Assemble multiple package International shipments
	3	Check address & service level of packages		☑/	Pickup International packages using ISAT procedures
	¥	Verify proper packaging of pickup materials		□	Pickup HazMats from contract Hazmat shippers only
	\(\pi\)	Record pickup in DIAD		Z	Verify Hazmat labeling and shipper certification
	abla	Use carry aid to eliminate extra trips			
			•		
oadi	ng Pic	kup Packages			
1			1/	2	
	2/	Count the packages out loud	V		Containerize smalls & load toward rear
	Ī	Handle packages with care		Ø	Segregate send-agains and appropriate pickup packages
	4	Load single-trip carries through bulkhead door		Ø,	Load hazardous materials packages on floor
	Ø	Utilize bottom shelves fully		☑ /	Follow Over 70 lb. pkg handling procedures
4		Stack tight, secure load on shelf and floor		□ √	Load Over 70 lb. packages on floor toward rear
	V	Face labels to rear or up	Ø		Organize turn in materials progressively
mm	ents:	as on Solved Mo	1/10		One look Solveton
مرتص	notice.	I son May for	71-5		Le Salabour Re
vice Pr	ovider `	Trainee Signature $(b)(6)$,	(b) (h)	(7) -(7	(C) Date (b) (6), (b) (7)(C)
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Purpose: To evaluate positive reinforcement in the UPS Space & Visibility Safe Work Methods Program.

The Key Indicators are: Eye Lead Time, Following Distance, Clears Intersections, Maintain Space Ahead, Horn Use, and Backing

Initial Observations should be completed first for the Key Indicator and findings entered in the appropriate boxes. The observer can determine the order of observations. Each Key Indicator must have two documented observations (exception — backing).

Please note that if Service Provider behavior places the vehicle at risk, corrective action must be taken immediately.

If one or both initial Observation s do not meet the objectives of the Key Indicators, Coaching must be take place (see key indicators below). If both initial Observations meet the objectives, Coaching and After Coaching Observations are not needed for the Key Indicator.

Key Indicators

Eye Lead Time

Objective – Maintain a 8-12-second eye lead time. Exercise – Ask Service Provider his/her eye lead time (reference point) and count in seconds until the vehicle reaches that point. Enter in the Observation

Following Distance

Objective – Maintain 4-6 seconds following distance for speeds 0-30mph and 6-8 seconds distance for speeds 31 mph and 6-8 seconds following distance for speed 31 mph and greater.

Exercise – When the Vehicle in front of you passes a reference point begin counting in seconds until vehicle reaches that point. Enter in the Observation Box speed and the number of seconds of following distance.

Clear Intersections

Objective – Proper head/eye movement to clear all intersections left, right, left. Eliminate fixed stares. Exercise – Before intersections does Service Provider clear left, right, left? Enter "yes" or "no" Observation Box.

Maintain Space Ahead

Objective - Maintain space in front of vehicle before and after start-up.

Exercise - Determine if Service Provider leaves a car length of space when stopped in traffic and counts ONE-TWO-THREE at start-up? Enter "yes' OR "no" in Observation Box for each doubtful situation where eye contact was needed.

Horn Use -- Motorists and Pedestrians.

Objective – Detects presence early (establishes eye contact) with motorists and pedestrians in doubtful situations. Service Provider should never make assumptions.

Exercise - Enter "yes" or "no" in Observation Box for each doubtful situation where eye contact was needed.

Backing

Objective - Eliminate unnecessary backing.

Exercise - Evaluate backing in delivery and pickup.

Stroke count in the Observation Box the number of unnecessary backings.

After one unnecessary back, coaching must take place followed by After Coaching Observations.

Please note that an alternate travel path may be needed on some Space & Visibility Rides to observe all Key Indicators.

Coaching

Objectives of each Key Indicator should be understood and demonstrated by the Service Provider.

The desired defensive driving behaviors on the left side of the front page should be used to coach the Service Provider, Commentary and Driver Drill can be used as needed.

After Coaching Observations

These should be completed after the Service Provider understands the objective of each Key Indicator (See Key Indicator above). The observer can determine the order of observations. Each Key Indicator must have three documented observations (exception – backing).

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	ups	(b) (6), (b) (7)(C)		Record O	S	afety Ri		dic Driver Training	anh data)	
	Date Ol Obe	-	Employee ID		b)	(6), (h Follow-up (enter cr) (7)(c)ng (enter cras		
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		115	1845							
			check boxas appropriate review with employee and					ons for each statem	ent must be made	in those areas with
		INSPECTION OF				KEEP \	OUR EYES MOVIN	G (Continued)		
		r leakage of coolants, fuel,				deto	Intersections			
			rs, glass, mirrors, reflectors auges, steering, defrosters, fue			1 2 2	4 1.Heeds all traffic signs 42.Approaches intersection	one prepared to stan	0.00	
		orake action and hand brak			×	199	42.Approaches intersection 43.Checks left, right, left a	at all intersections	2000	on francy
	1	mergency warning devices	344 175 THE STATE OF THE PARTY			999	44.Checks mirrors while a	pproaching intersection	1	
		ear vision camera/monitor			Y.		45.Stops behind stop line			
	7-1	urn signals, headlights, em			χ.		46.In neutral, emergency b			
		or hazardous materials po seatbelt, DOT number, revi	ster, Emergency Response Gu	ide		7 17	47.Foot on brake, emerger 48.Countsone, two,			
/		mirrors at Mirror Station				800	49. Handles stale gre			
	4						50.Scans steering wh			
	ENGINE, C	CLUTCH AND TRA	NSM ISSION	molec			51. When stopped to turn of			
	S 5 11.B	Buckles belt, starts engine					Principal Control Cont			
× .	12.1	Uses clutch properly, shift	gears smoothly in sequence				YOURSELF AN OU		Expect the une	expected
×.	13.6	Refrains from over revving	and / or rolling back				52.Leaves other vehicle sul 53.Maintains 4 - 6 so			
	AIM HIGH	IN STEERING - FI	nd a safe path well ah	ead			54.M aintains 6 - 8 se			
		ooks ahead in travel path		caa			55.Allows for space on all	[] [[[[[[[[[[[[[[[[[[me m specusos	, inpit
	The state of the s	Centers vehicle in traffic la				689	56.When starting up	at an intersection		left
		lands properly positioned		,	(9119	57.Uses path of least resis	tance 4560	Digher	
		Maintains proper driving p				44	58.Adjusts speed to varying	ng road, weather and tr	affic conditions	
	-		welve seconds of eye lea	id time		1180	Backing			
		<i>rning</i> Checks traffic and turns wi	oog noth in close			200	59.A voids all unnecessary 60.If necessary, back first	backing including resid	ential driveways	
			and centered in traffic lane			908	61.Checks rear immediately	v before backing		
	-		cut short, turns lane to lane				62.Taps horn continuously			
X	122	Avoids shifting on turns			1	649	63.Looks back as well as o	checking mirrors and m	onitor	
	9 9 23.	Applies "right turn on red	correctly			999	64.Backs to driver's side			
						-	65.If in doubt or condition		gets out and looks	
		BIG PICTURE - Sta Incity or residential traffic	y back and see it all			11 11 11	66.Backs at a controlled s 67.Uses monitor and volur		20000	4.0600
		In city or residential traffic In city traffic, looks buildin		,		110	68.Recognizes doubtful si	ituations	, _	-
			looks fence line to fence line	_	• 1	100		1-1-	200000	
	11 -1	On highway or rural roads,				MAKE	SURE THEY SEE YO	DU - Don't Gamb	le. Use horn, lig	ghts and signals
	1	Uses proper space cushio	Action Secretaries and Action of the contract				69.Establishes eye to	o eye contact		
		Adjusts to changing traffic					70.Uses horn properly			
		Does not tailgate, maintain	ns proper space cushion adjusts to traffic conditions				71.Upon return to car, scar			
		Passes with sufficient and			-		72.Checks in front, under, 73.Rechecks if conditions			
	10 00 00		ffic, leaves one car leng	th	1		74.Signals lane changes we			
)	1-	-	75.Dims headlights for one			
		JR EYES MOVING	· Scan, don't stare			900	roloighao manatan manatan	advance		
X		Driver stays alert				V1/	Stopping			
x		Does not stare, disposes o Moves eyes using the triar	and the second s			297	77.Alerts traffic to rear wh 78.Uses four-ways as pres			
×		Checks mirrors ever		,	×	000	79.When pulling from			
		ilroad Grade Cre			1	11/1	80 Checks mirrors and pul			
	5 5 5 38.	Approaches prepared to s	stop, foot covering brake		-	-				
			g left, right, left in advance			POST				
× :	40.	Selects proper gear prior	to crossing at a safe speed	1	4		ecks exterior - tires, all light			
	Service Pr	ovider knows the	Seeing Habits: Y	M	1		ecks horn, windshield wiper ecks brake action and hand		rosters, fuel	
	Service Pr	ovider knows the	0 Point Comm <mark>ent</mark> ary:	Y. / N	1	- 4	ecks vehicle for damage, sig			
	Driver Drill	completed: Y _ V N		V			31.00	K. (1977)	1	
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Day 4 - Center Qualification - Overview

AM – Prior to Employee Start Time

 Follow up with preload supervisor or look at DMS, in PAS sites only, for appropriate stop count (range between 6.00 and 6.50 hours)

Inside AM

- Review Global Timecard System (GTS)report and other center reports, and record results of all elements in the "Service Provider Trainee Progress Review" form and review with Service Provider
- Answer any questions
- Instruct the Service Provider to call the center to provide updates at 10:45 AM and 4:00 PM

On-Road

 Plan to meet the Service Provider on area for lunch (agree upon time and location) to check on progress and answer any questions

Inside PM

Perform <u>PM Quality Review</u>

Complete and Review the "New Service Provider Trainee Progress Review" form.

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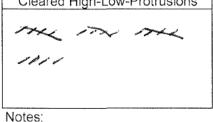


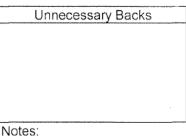
Business Manager's Signature:

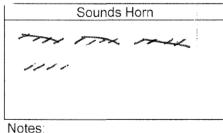
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	(b) (6), (b) (7)(C)
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	(b) (6) (b) (7)(C)
	(b) (6), (b) $(7)(C)$ (b) $(6), (6), (6), (7)(C)$
Driver's Si	gnature:
	(b) (6), (b) $(7)(C)$
Observer's	s Signature:
	(b) (c) (b) (7) (c)

Backing Crash Avoidance OJS PRE-TRIP PROCEDURES Yes/No DAILY OPERATION Driver knows the distance of view through the monitor (30 feet) Driver visually checks to see the entire rear bumper in monitor Checks the Day/Night controls during pre-trip The clarity of the image will be altered due to shadows/Sunlight. Properly adjusts the Bright/Contrast setting Driver visually clears the backing area prior to maneuver Driver listens for the audio function of the camera sys, when testing rev Rear Vision Camera is not a replacement for existing backing methods Driver inspects both mirrors for proper position Understands that the system does not detect overhead objects Planned number of BACKS Actual number of BACKS (b) (6), (b) (7)(C) (b) (6), (b) (7)(C) Date Center (b) (6), (b) (7)(C) Trainer Observation Tallies - Stroke Count Occurrences - Give Appreciative and Constructive Feedback Drivers Side Backs Straight Backs Blind Side Backs 124 744 11 Notes: Notes: Notes: Cleared High-Low-Protrusions Unnecessary Backs Sounds Horn







Print Driver Name:

(b) (6), (b) (7)(C)

Print Trainer Name (b) (6), (b) (7)(C)

Manager Name (b) (6), (b) (7)(C)

Driver Signature (b) (6), (b) (7)(C)

Date (b) (6), (b) (7)(C)

Trainer Signat Date (b) (6), (b) (7)(C)

Manager Signature Date (b) (6), (b) (7)(C)

Date (b) (6), (b) (7)(C)

Trainer Instructions to Driver:

Intersection Crash Avoidance Certification

YELL at every Intersection!

(b) (6), (b) (7)(C)
Date:

(b) (6), (b) (7)(C)

Center:

(b) (6), (b) (7)(C)

(b) (6), (b) (7)(C)

Driver Has Supervisor Knowledge Clarifies Yes or No Yes or No

Knowledge Review: Rules of Intersection

500

Rule 1:

Yield the right of way.

Indicators

Allow on-coming traffic to clear before turning.

If turning left, make sure you have adequate time to complete the turn safely.

Watch for turning vehicles at intersections that may obscure oncoming traffic behind them.

Never overtake or pass other vehicles in an intersection and never assume you have the right-of-way.

18 12 at

Rule 2:

Expect the unexpected.

Indicators Move through the intersection at a speed that will allow you to stop if necessary.

Anticipate unexpected stops by the vehicle in front of you. Count 1,2,3 after the car in front has begun to move.

F's

Rule 3:

Look left, right, left.

Indicators

Keep your eyes moving. Look left, right, and left again before proceeding through the intersection.

Driver Signature:

Date:

Scan - Don't Stare.

When approaching an intersection with a traffic light, determine your "decision point" an imaginary distance from the intersection that is determined by traffic and road conditions.

£2.

Rule 4:

Leave yourself an out.

Indicators

Prior to entering intersection, check your mirrors for activity behind you.

Adjust your vehicle's speed in relation to traffic, road, and visibility conditions.

Leave 1 car length in front when at a stop.

Characen Exercidence

Reviewed Yes or No	
9/2 3	Make Adjustments for Inclement Weather.
150 S	A. Anticipate other vehicles not being able to stop at intersections
5/2 5	B. Brake early to avoid sliding into crosswalks.
NE 20	2. Avoid Distracted Driving.
Los	A. Never use your cell phone while driving.
\$ 2.5	B. Never look at your DIAD while driving.
Yes	3. Always Scan Approaching Traffic Situations for the Unusual or Emergencies.
\$165	A. When approximate a ction, be prepared to stop.
5/2 5	B. Ensure you condition to the section of the secti
	(b) (6) (b) (7)(0)

Trainer Signature:

Date:

Manager Signature:

Date:

(b) (6), (b) (7)(C)

(b) (6), (b) (7)(C)

ups	United Parc	el Service	DRILL DRIVE WORKSHEET (Package Vehicles)	New Driver Training Periodic Driver Training Crash Follow-up	
Observer: _	servation:		License Expiration: SLIC #: (b) (6), (b) (7)(Re Auto Prevention Training (b) (6), (b) (7)(C) (6), (b) (7)(C) (C)	
		Drill Drive No. 1	☐ Drill Drive No. 2 Stroke count on lines below:	□ Drill Drive No. 3	
			Eye Lead Time: Reference Point	<u> </u>	
		•	Following Time: In Seconds	<u> </u>	
1774	/ /	Left Intersection: Hazard or Clear?	"	itersection:	
			Traffic Lights: Fresh or Stale? Point of Decision?	//	
73× 1	/ /	Left Curb: Motorists & Pe Hazard or Clear	1 1 "		
/> <u>/</u>	/ /	Left Mirror: Hazard or Clear?		t Mirror: d or Clear?	
			Speed Limit	<u>/ / / / / / / / / / / / / / / / / / / </u>	

Instructions:

The Driver Drill is to be completed in 2 minutes. The observer should record eye movements of the driver by stroke counting potential hazards in changing traffic situations. The goal of Defensive Driving is to move eyes to front every 2 seconds and to the rear every 5-8 seconds, or over a 2 minute time span to have 30 eye movements to the front and 15 to the rear. This is done by using the Triangle Viewing Habit. The Drill Points that are to be observed are: Eye Lead Time by Reference Point, Following Time In Seconds, Left and Right Intersections, Traffic Lights, Motorists and Pedestrians, and Mirrors. (Drill Drives completed on property will have reduced elements for observation.)

Count the number of eye movements above and record below:

			Fronț			Re	ear	
	Eye Lead	Following		Traffic	Motorists &			Total Eye
	Time	Time	Intersections	Lights	Pedestrians	Mirrors	Speed	Movements
Drill #1	8	8	10	Æ	11	2	-	14/9
Drill #2								
Drill #3	(b)	(6)	(b) (7)(\mathbf{C}				
Driver Signat Observer Sig Manager Sign Revised 02.27.2	ure:) (6),	(b) (7 (b) (7 , (b) (7)(C)		:	Date: (b) (6 Date	6), (b) (7)(C) 5), (b) (1)(C) 6), (c) (1)(C)

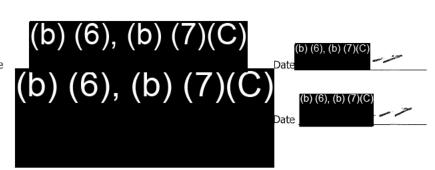
Service Provider PM Quality Review		
Service Provider Trainee Name:(b) (6), (b) (7)(C)) (7)(C)	4 500
Center:Date:Date:Delivery Area:(b) (6), (b) (7)(C)Pickup Area:(b) (6), (b) (7)(C)		
License Expiration date:		
DOT physical:(b) (6), (b) (7)(C)		
X the appropriate box <u>or</u> fill in the blank.		
DRIVER VEHICLE INSPECTION REPORT	Yeş	No
Properly completed and turned in?	abla	
PACKAGES BEING RETURNED TO CENTER		
Number of missed packages?	1	
Number of Paid send-agains?	0	
Proper service cross on all send-agains? Number of returns?		
RS Packages handled properly	7	\Box
Number of incorrect addresses?	_/	
Reasonable effort made to secure good address? Hazardous materials pouch empty?		Н
Number of damages?	121	
PICKUP LOAD		
Tight, secure load with shelves fully utilized?	abla	
Properly segregated S/A and appropriate pickup packages?	\square	
Smalls containerized? Over 70 lb. packages labeled and loaded near rear?	\forall	H
Packages packed and labeled properly?	$\overline{\mathbf{V}}$	
International shipments have shipment checklist attached?		
C.O.D. TURN-IN		
Are all checks made out properly? Instructions followed on all C.O.D. tags?		\mathbb{H}
Did Service Provider do a progressive on-area turn-in?	V	
PICKUP RECORDS		
Number of missed pickups?	0	
Accuracy and completeness of pickup records:	1	
Number voids without shipper initials? Number high-risk packages not signed?	0	
Service Provider knows high-claim accounts?		
UPS Shipping Record: Number audited?	,	
Number addited: Number missing or incorrect date?	0	
Number missing or illegible shipper number?	0	
Number missing weights? Number missing service level?	0	
Number missing service level? Number missing or incorrect package count?	0	

Service Provider PM Quality Review, cont.

Computer Manifest: Number audited? Number missing or illegible shipper numbers? Number missing or illegible date? Number missing or incorrect package count? Number missing detail sheets?		0	,	
ASD Number audited? Number missing account numbers? Number missing weights or zones?			2	
COMPARE RETURN PACKAGES WITH DIAD RECORDS Number audited? Number incorrectly recorded?			<u>-</u>	
APPEARANCE. Personal (Circle One) Vehicle (Circle One) Inside (Circle One) Outside (Circle One)	E66d E80d E80d G00d	Fair Fair Fair Fair	Poor Poor Poor Poor	
List the areas of highest proficiency:				
Coulman er a e a				_
List the "most-help-needed" areas:				_
				_

Service Provider Trainee Signature

NSPT Trainer Signature



Version: 2014_08_25-001

Day 5 - Center Qualification - Overview

AM - Prior to Employee Start Time

- Follow up with preload supervisor or look at DMS, in PAS sites only, for appropriate stop count (range between 6.00 and 6.50 hours)

Inside AM

- Review Global Timecard System (GTS)report and other center reports, and record results of all elements in the "Service Provider Trainee Progress Review" form and review with Service Provider
- Answer any questions
- Instruct the Service Provider to call the center to provide updates at 10:45 a.m., 1:00 p.m., and 4:00 p.m.
- Perform AM Quality Review

Inside PM

- Review training documentation with Service Provider

Complete and Review the "New Service Provider Trainee Progress Review" form.

Version: 2014_08_25-001

Service Provider AM Quality Review Service Provider Trainee Name: (b) (6), (b) (7)(C)			
Center: ^{(b) (6), (b) (7)(C)} Dat Delivery Area: ^{(b) (6), (b) (7)(C)} <u>P</u> ickup Area: ^{(b) (6),}	(b) (6), (b (e: (b) (7)(C)) (7)(C)	
License Expiration date: (b) (6), (b) (7)(C) DOT physical: (b) (6), (b) (7)(C) (c) (6), (b) (7)(C) Mark the appropriate response to document behavior.			
BE PROMPT Arrive at the center on time		Yea	No
APPEARANCE Personal (Circle One)	2 00d	Fair	Poor
VERIFY DIAD INFORMATION Handle with care Clean, damage-free, and operational Verify that DIAD information is accurate and complete		Y Y Y	
ATTEND PCM On time Engaged		N N	
GET SUPPLIES Supplies adequate but not overstocked Drop Box supplies Emergency supply of customer materials		XX	
PERFORM GET EDD Local procedures followed for "Get EDD"			
PERFORM COMPLETE PRETRIP Complete vehicle inspection DVIR complete			
FOLLOW CENTER EXIT ROUTINE Follow proper exit routine		\triangleleft	
SET ROUTINE Service Provider has an orderly routine when completing Inside AM			
Additional Comments:			
(b) (6), (b) (7)(C)	(6)) (6), (b) (7	1)(C)
Service Provider Trainee Signature $(b)(6),(b)(7)(C)$ NSPT Trainer Signature	Date _) (6), (b) (7	
NSPT Trainer Signature	Date _		

Day 6 - Center Qualification - Overview

AM - Prior to Employee Start Time

- Follow up with Preload supervisor or look at DMS, in PAS sites only, for appropriate stop count (range of 8.00 hours)
- Change DDR or Dispatch Plan to reflect the new stop count
- Check sequence ranges in DIAD to reflect the increased stops

Inside AM

- Review Global Timecard System (GTS)report and other center reports, and record results of all elements in the "Service Provider Trainee Progress Review" form and review with Service Provider
- Give an overview of day 6

On-Road

- Accompany Service Provider trainee
- Evaluate the Service Provider's progress
- Introduce the new delivery area
- Complete Space & Visibility Review form
- Complete Safe Work Methods Review form

Inside PM

- Review training documentation with Service Provider

Complete and Review the "New Service Provider Trainee Progress Review" form.

Version: 2014_08_25-001

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Ur	nited Parcel Service		Provider	New Driver Trainin	ng
עניש			Safety Ride	Periodic Driver Tr	
Data Of Obsession	(b) (6), (b) (7)(C)	(b)) (6), (b) (7)(C) Crash Follow-up ((b) (6), (b) (7)(C) (ent	
Drive: (b) (6)	rtion), (b) (7)(C)			Expiration	(b) (6). (b) (7)(C)
Observer:_(b)	(6). (b) (7)(C)		Center_	(b) (6), (b) (7)(C)	Expiration
Ride Start min	e Hade Life Hille.	[Demonstration `	Time From:Tg:	
	120 1712				
	er "Y" or "N" in the check box as appropriate f es. If not observed, review with employee and e			of three observations for each	statement must be made in those areas with
PRE-TRIP IN	SPECTION OF VEHICLE		KEEP YOUR	EYES MOVING (Continu	ied)
1.Looks for leak	rage of coolants, fuel, lubricants			rsections	
	es, marker lights, doors, glass, mirrors, reflectors			eds all traffic signs	
	windshield wipers, gauges, steering, defrosters, fue	si .	The state of the s	proaches intersections prepared to ecks left, right, left at all intersection	
diam a	action and hand brake adjustments ency warning devices, fire extinguisher, U6350			ecks mirrors while approaching into	
	ision camera/monitor and reverse lights		The state of the s	ps behind stop line or cross-walk	
Alimon .	ignals, headlights, emergency flashers	×	, 	neutral, emergency brake on at stop	light (manual)
8.Checks for ha	azardous materials poster, Emergency Response Gui	ide	Control of the latest of the l	ot on brake, emergency brake on at	
	elt, DOT number, reviews and signs DVIR			ounts one, two, three after	
10.Adjusts mirro	ors at Mirror Station prior to leaving			andles stale green lights an	
ENGINE CLU	TCH AND TRANSMISSION		The state of the s	cans steering wheels of pari en stopped to turn direction, maint	
	es belt, starts engine	1.0	FF P St WI	an stopped to turnurection, main	was store seem army!"
	clutch properly, shift gears smoothly in sequence		LEAVE YOU	RSELF AN OUT - Be Pre	pared. Expect the unexpected
3.Refra	ains from over revving and / or rolling back			wes other vehicle sufficient space	
					wing time in speeds<30 mph
	STEERING - Find a safe path well ahe	ead			owing time in speeds>30 mph
	s ahead in travel path ers vehicle in traffic lane at all times			ows for space on all sides of vehicle	e ection looks left, right, left
First Control of	s properly positioned on steering wheel	×		es path of least resistance	scribil looks left, right, left
	ains proper driving posture	-4		justs speed to varying road, weath	er and traffic conditions
	intains eight to twelve seconds of eye lea	d time	Bac	king	
Turning				oids all unnecessary backing includ	ing residential driveways
	ks traffic and turns when path is clear			ecessary, back first	
4 F 150 100 10	es smooth, safe turns, and centered in traffic lane res comers - does not cut short, turns fane to fane		C 10 10 10 10 10 10 10 10 10 10 10 10 10	ecks rear immediately before backing ps horn continuously when backing	
	ds shifting on turns			oks back as well as checking mirro	
	lies "right turn on red" correctly		Maria - 1	cks to driver's side	Sent Homes
	-		65.If in	n doubt or conditions have changed	t, driver gets out and looks
	PICTURE - Stay back and see it all			cks at a controlled speed	
	y or residential traffic, looks one block ahead		67.Us	es monitor and volume of rearview	camera
	y traffic, looks building line to building line ighway or rural roads, looks fence line to fence line	¥	68.He	cognizes doubtful situations	washinger bred
	ghway or rural roads, looks rende line to rende line ghway or rural roads, looks one-half mile ahead		MAKESURE	THEY SEE YOU - Don't	Gamble. Use horn, lights and signals
	proper space cushion to avoid sudden stops			stablishes eye to eye contac	
	ets to changing traffic conditions		4	as horn properly	
	s not tallgate, maintains proper space cushion			on return to car, scans area around	
	Ifies "billboards" and adjusts to traffic conditions			ecks in front, under, and behind the	vehicle
1-1/	es with sufficient and clear space ahead		the state of the s	checks if conditions have changed	
33.Wh	en stopped in traffic, leaves one car leng	jt⊓ √∕		nals lane changes well in advance is headlights for oncoming traffic	
KEEP YOUR E	EYES M OVING - Scan, don't stare	~		nals intention well in advance	
34.Drive	er stays alert		Stop	pping	
	not stare, disposes of eye-holding problems			rts traffic to rear when stopping, c	
	es eyes using the triangular method	**		es four-ways as prescribed by DO?	
	ecks mirrors every 5 to 8 seconds oad Grade Crossings		* · · · · · · · · · · · · · · · · · · ·	hen pulling from curb, looks ecks mirrors and pulls mirrors in wh	
	roaches prepared to stop, foot covering brake		JE 12 100.CI	ecks micrors and pulis mirrors in wi	ien stoppeo
	rs crossing by looking left, right, left in advance		POST TRIP		
	cts proper gear prior to crossing at a safe speed		81.Checks ext	erior - tires, all lights, doors, glass	, mirrors, reflectors
		/	/	rn, windshield wipers, gauges, stee	
Service Provi	der knows the 5 Seeing Habits: Y	_ N	frigor)	ake action and hand brake adjustme	ants
	der knows the 10 Point Commentary:	A_N W	84.Checks ve	hicle for damage, signs DVIR	
	npleted: Y _ V_ N		- Danie wash The	UPS Distracted Driving Pro	ocedure: V V N
Instructions Give	en (by number):	(b) (c	6), (b) (7)(C)	ישונים ישיב יש שנייה וה וה שניים	were - Down war
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Service Provider	's Commitments:	· yo caperal.	~ h	a con de son	the state of the s
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United Parcel Service Record of Safety Ride Addendum Form

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Driver's Sig	gnature:
	(b) (6), (b) (7)(C)
Observer's	Signature: (b) (6), (b) (7)(C) (b) (6), (b) (7)(C)
	Janager's Signature: (b) (6), (b) (7)(C)
Business N	lanager's Signature:



Business Manager's Signature:

United Parcel Service Record of Safety Ride Addendum Form

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Backing Crash Avoidance OJS

PRE-TRIP PROCEDURES Driver visually checks to see the entire rear bumper in monitor Checks the Day/Night controls during pre-trip Properly adjusts the Bright/Contrast setting Driver listens for the audio function of the camera sys, when tes	Pes/No DAILY OPERATION Driver knows the distance of view The clarity of the image will be all Driver visually clears the backing Rear Vision Camera is not a repla Understands that the system doe	tered due to shadows/Sunlight. graea prior to maneuver accement for existing backing methods
Driver (b) (6), (b) (7)(C) Observation Tallies - Stroke C	 (l Center	(6), (b) (7)(C)
Drivers Side Backs	Straight Backs	Blind Side Backs
Notes:	Notes:	Notes:
Cleared High-Low-Protrusions Notes:	Unnecessary Backs Notes:	Sounds Horn Notes:
Print Driver Name: (b) (6), (b) (7)(C) Print Trainer Name (b) (6), (b) (7)(C) Manager Name (b) (6), (b) (6), (b)	Date (b) (6), (b) (Trainer Signa Date (b) (6), (b) (7)	(D) (O), (D) (7)(C
Trainer Instructions to Driver:		

Intersection Crash Avoidance Certification

YELL at every Intersection!

Date:



Center:

Trainer:

Driver Has	Supervisor
Knowledge	Clarifies
Yes or No	Yes or No

Knowledge Review: Rules of Intersection

Rule 1:

Yield the right of way.

Indicators

Allow on-coming traffic to clear before turning

If turning left, make sure you have adequate time to complete the turn safely.

Watch for turning vehicles at intersections that may obscure oncoming traffic behind them.

Never overtake or pass other vehicles in an intersection and never assume you have the right-of-way.

Rule 2:

Expect the unexpected.

Indicators

Move through the intersection at a speed that will allow you to stop if necessary.

Anticipate unexpected stops by the vehicle in front of you. Count 1,2,3 after the car in front has begun to move.

Rule 3:

Look left, right, left.

Indicators

Keep your eyes moving. Look left, right, and left again before proceeding through the intersection.

Scan - Don't Stare.

When approaching an intersection with a traffic light, determine your "decision point" an imaginary distance from the intersection that is determined by traffic and road conditions.

Rule 4:

Leave yourself an out.

Indicators

Prior to entering intersection, check your mirrors for activity behind you.

Adjust your vehicle's speed in relation to traffic, road, and visibility conditions.

Leave 1 car length in front when at a stop.

Claraca Lancales

Reviewed Yes or No	Trainers Review of "Critical Intersection	Items"
0.0	. Make Adjustments for Inclement Weather.	
0.5	A. Anticipate other vehicles not being able to stop at intersections.	
des	B. Brake early to avoid sliding into crosswalks.	
9-0 2	2. Avoid Distracted Driving.	
des	A. Never use your cell phone while driving.	2
V- "	B. Never look at your DIAD while driving.	
0-2	B. Always Scan (6) (6) (b) (7)(c) ng Traffic Situations for the Unusual or Emergencies.	
4. "	A. When approximate the on, be proported to stop	
8.5	B. Ensure you before tion.	
	(b) (6) (b) (()(')	

Trainer Signature:

Date:

Manager Signature:

Date:

Driver Signature:

Date:

United Parcel Service	DRILL DRIVE WORKSHEET (Package Vehicles) New Driver Training Periodic Driver Training Crash Follow-up
Date of Observation: (b) (6), (b) (7)(C) Driver:(b) (6), (b) (7)(C) Observer: (b) (6), (b) (7)(C) Drill Drive Location: On Road	Employee ID Number: (b) (6), (b) (7)(C) License Expiration: SLIC #: On Property
Drill Drive	o. 1
	Eye Lead Time: Reference Point
	Following Time: In Seconds
Left Inter Hazard o	
	Traffic Lights: Fresh or Stale? Point of Decision?

Instructions:

The Driver Drill is to be completed in 2 minutes. The observer should record eye movements of the driver by stroke counting potential hazards in changing traffic situations. The goal of Defensive Driving is to move eyes to front every 2 seconds and to the rear every 5-8 seconds, or over a 2 minute time span to have 30 eye movements to the front and 15 to the rear. This is done by using the Triangle Viewing Habit. The Drill Points that are to be observed are: Eye Lead Time by Reference Point, Following Time In Seconds, Left and Right Intersections, Traffic Lights, Motorists and Pedestrians, and Mirrors. (Drill Drives completed on property will have reduced elements for observation.)

Speed Limit

Right Curb: Motorists & Pedestrians

Hazard or Clear

Right Mirror:

Hazard or Clear?

Count the number of eye movements above and record below:

Left Curb: Motorists & Pedestrians

Hazard or Clear

Left Mirror:

Hazard or Clear?

			Front			Re	ar				
	Eye Lead Time	Following Time	Intersections	Traffic Lights	Motorists & Pedestrians	Mirrors	Speed	Total Eye Movements			
Drill #1	8	8	9	٠٠٠	5	8	L	11			
Drill #2											
Drill #3	Drill#3 (b)(6),(b)(7)(c)										
river Signat bserver Sig anager Sig	nature: (D) (6),	(b) (7)((b) (7)(, (b) (7	(C)			Date:_ (D) Date:_	(6), (b) (7)(C) (b), (b) (7)(C) (b), (b) (7)(C)			

						Autopos (National) e de la composition
		Service Pr			No. of the Tanksian	
		Record Of Safe W	ork	Wethods	New Driver Training Periodic Driver Training	<u> </u>
		9			TAW First Day (enter date)	
	Review driver's entire injury history with the driver.	N DYP			LT Injury Follow-up (enter injury date)	
	Driver reminded of injury reporting procedures.	Report immediately	Numb	er of Injuries	RPP Training (enter injury date)	
		,		✓ On-line reporting		
	Job Set Up			- 		
	1. Dresses to control body heat			Pushing and Pulling		
	2. Wears sturdy work shoes with leather uppers	& slip-resistant soles		Total Control	demonstrate the Power Zone for pushing	and pulling
	3, Stretches prior to job start			-Body aligned with d		
	4. Drinks water throughout the day				ody from near waist level up to the	
	5. Arrives early and gets organized 6. Concentrates on the tasks at-hand a	nd sucide dietractione			work in front of them, within their Power arry aid over curbs, up steps and around	
	7. Has the employee been trained in job methods?			**************************************	ecarry aid over level surfaces	COTTICIO
	8. Has appropriate equipment to complete their jo		X		noulders to the bulkhead door and closes	door war and
	Safety Tip:" Preparation for the workday preven		~.			
				28. Squares sh	in their seat to eliminate end range moti noulders to shelf when moving packages like or rolls heavy, less portable objects	to select area
	Lifting and Lowering			29. Slides, wal	lks or rolls heavy, less portable objects	
K	9. Driver can explain & demonstrate the Power Zo			The state of the s	he momentum of the object when on an ir	cline
	-Range of motion that provides maximur	-			Zone. Align your body with	
	-Close to body; lifting range from mid this Eight Keys To Lifting And			direction of movement" Powered Equipmen	. •	
	10-1. Gets close to the object—works w	_		· · · · · · · · · · · · · · · · · · ·	•• strian door when entering and exiting fac	ility
	10-2. Positions feet shoulder-width apa				st and most direct walk path when going	
	in front of the other	,		vehicle when pa		
	10-3. Bends at the knees - keep the nati	ural curve of the back		33. Establishe کو کو	s eye contact with operator of powered	equipment
	50 10-4. Tests the object for weight and s	hifting contents		34. Crosses st	treet from rear of vehicle	
	10-5. Gets a firm grip and grasp oppos				walk path by looking left, right, left	
	10-6. Lifts with a smooth, steady motio		ж		onveyor equipment as intended	
	10-7. Moves feet-step or pivot—doesn			Safety Lip." Be aware of s	urroundings. If it can move, it will"	
	in lifting and lowering	cinties to assist		Plan For The Unexp	ected	
	ا النوائزة 11. Uses handcarts for large loads to a	oid excess lifting and		37. Has a set ro		
	multiple trips to from their pickup and				e designated walk path	
	12. Loads carry aid outside of vehicle			50 50 39. Stacks pac	ckages securely with bottoms fully suppo	orted .
	13. Leverages heavy packages when ent				r work (30-45 degree angle)	
8	14. Positions their body to avoid end re	ange motions		41. Opens doo	,	
	Salety Tip: "Never get caught in the double play	Bucklinow			ghlight tape is on all six sides of over 70	lb packages
	Slips and Falls	Door		£	chead door closed s secured inside the cargo area	
	Five Keys To Prevent Slip	s And Falls			ges up and back before selecting from s	helves
	15-1. Walks at a brisk pace—does not r				surroundings at customer locations	
	15-2. Establishes firm footing to mainta	nin balance		Employee	Can:	
X	15-3. Does not walk on rollers, chutes,	slides or unsecured belt		47. Explain the	location of emergency equipment shuto	lf .
×	15-4. Looks before stepping—scans we				location of the nearest eyewash / show	
	15-5. M akes adjustments based on char	nging conditions		· ·	e location of Emergency Evacuation Plan	
	16. Parks to avoid slip and fall hazards	or no package stop and			location of the nearest exit ir emergency evacuation assembly area	
	when free of vehicle traffic	of the package atop and			eir non-evacuation assembly area	
×		ting			ow they are notified of the need to evacu	ate
,	19. If necessary, packages are placed or		9		te proper conveyor securing	
	20. Packages are placed on cargo floor	-			s / Dangerous Goods	
	21. Uses optimum carries that do not of	bstruct vision of the walk pa	th.		ds procedures involving a damaged/leaki	
	22. Uses efficient and safe walk path.	a marin III		 	ds prohibited hazardous materials poste	r
	Safety Tip: "M aintain a stance that puts you in c	OTRIOI			to load hazardous material shipments cedure for hazardous materials shipping	nanare
				Safety Tip: "If it ca	,	papera
	Service Provider can explain and de	monstrate the 8 K	evs	To Lifting And Lowe	ering: Yes√ No	
	Service Provider can explain and de	monstrate the 5 K	eys	To Prevent Slips An	d Falls:Yes / No	
		~ / ·		o) (6), (b) (7)(C)	, Y, ,	
	Instructions Given (by numbe				Love Shan De	
	A Com days		_		service de la company	
	w/	1.1. 400	مرجع ال	11.0	diele de 13 et 1	
1	(b) (6), (b) (7)(C) (b) (6), (b)			and a second	1-0-00	فيهنان بين مجلى الا المثلة وبي عني الهذا عبد
	Service Provider Commitments	(D)(5).(D)	10	Clare Du	of fami Dance	u. d.k.in
	my Dearenton	(b) (6), () (7)(C) // c	Lations Office	www.
	While wooding	(b) (7)(c)			(b) (6) (b) (7)(C)	
	Driver's Signature: (D) (C			***************************************	(b) (6), (b) (7)(C)	-
	Observer's Signature: (b) (6	5), (b) (7)(C)			(b) (6), (b) (7)(C) (b) (6), (b) (7)(C)	-
	Business Manager's Signature:	(6) (b)	15	Z)(C)		
	Revised 2013.02.28	(O), (D)	()	$\mathcal{L}(\mathcal{O})$. ,	

Day 7 - Center Qualification - Overview

AM - Prior to Employee Start Time

- Follow up with preload supervisor or look at DMS, in PAS sites only, for appropriate stop count (range between 8.00 and 8.50 hours)

Inside AM

- Review Global Timecard System (GTS)report and other center reports, and record results of all elements in the "Service Provider Trainee Progress Review"
- Give an overview of day 7

On-Road

- Evaluate the Service Provider's progress
- Reinforce the use and benefits of Delivery and Pickup Methods
- Complete Delivery/Pickup Methods Evaluation form

Inside PM

 Review training documentation with Service Provider, be supportive and answer any and all questions

Complete and Review the "New Service Provider Trainee Progress Review" form.

Delivery/Pickup Methods Evaluation (b) (6), (b) (7)(C) Service Provider Trainee Operating Center (b) (6), (b) (7)(C)(b) (6), (b) (7)(C) Car Number Supervisor (b) (6), (b) (1)(C) (b) (6), (b) (7)(C) Delivery Area Pickup Area Number Check (✓) Box 2 = Proficiency Demonstrated Check (✓) Box 1 = Training Provided Inside AM 2 1 2 1 V Ø Verify Premium, Over 70 Be prompt Pounds, & HazMat pkgs V. \square Meet appearance standards Determine first 5 stops V Verify DIAD information Handle minimum of packages V Gather Supplies Leave by assigned exit Perform complete pre-trip & sign DVR Travel 1 1 2 V Ø П Size up delivery or pickup order Know your car W Park appropriately for stops Drive safely close together V П M Maintain your speed Park close M V Use knowledge of the area Back only when necessary Tap horn \square Provide service with minimum miles V V П Ø Follow delivery area trace Use camera as an additional mirror when backing up Follow the planned pickup order Selection: Inside the Car 1 2, 1 2/ Q V Select from 60-inch floor Have a smooth stop car routine selection area J П Know the delivery area Handle packages minimum number of times u П ∇ Load carry aid with minimum Remember five or more stops in advance pkg handling V V П Plan ahead Use smooth rear door selection routine V V Use a one-look selection habit Place packages in equal rows on docks ∇ V Select from the 30-inch shelf selection Follow Over 70 lb. pkg handling procedures V Handle packages with care Align and move packages to selection area 团 ∇ Do not record in the car Face labels for selection Do not move packages from shelf to shelf Verify blocking/ bracing of

Hazmat pkgs

Delivery/Pickup Methods Evaluation, cont.

Walk	ing to	the Delivery Point			
1	2,		1	2	
	W/	Know your delivery stop		☑,	Carry optimum loads
	W,	Scan the path for obstructions		☑,	Use a carry aid when needed
	V/	Walk with a brisk pace		V,	Carry the DIAD on the first trip
	V	Verify address and street		N.	Handle the DIAD with care
W		Call out "UPS"			
		Delivery			
1	2/		1	2/	
	W	Attract immediate attention		IY/	Be professional and courteous
	Ø	Record during unavoidable delays		\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	Organize COD turn-in progressively
V		Announce time-sensitive packages		□ □ZI	Make indirect delivery attempts and leave InfoNotice first
V		Announce COD's and Call Tags		W.	Use InfoNotice correctly
	Ø	Put packages in final position		¥	Follow Service Provider Release
					guidelines
	Ø	Expose labels for ease of recording		V	Convey attitude of valuing the customer's business
	Ø	Place like shipper numbers	V		Develop additional volume and sales
	1	together		/	leads
	Ø	Get the receiver's signature first		Ø	Follow Adult Signature Required procedures
	Ø	Follow the DIAD recording procedures		₩/	Follow Return Services procedures
	Ø	Keep contact brief and business- like		Ŋ	Remove Hazmat shipping papers from pouch.
	V	Continue to convey sense of			
		urgency			
Walk	ing fro	m the Delivery Point			·
1	2/		1	2/	
	W,	Record the next stop		\\\\	Have the key ready
	W/	Plan ahead		V	Check pedestrian and traffic conditions
	团	Follow DIAD text messaging procedures			
П	M	Follow EDD Usage Methods	П	П	
-	<u></u>	Follow CDD Usage Methods	一一	౼౼	

Delivery/Pickup Methods Evaluation, cont.

2
Ask if shipping information transmitted
Seking the Pickup 2
2/ Arrive at pickup point on schedule
2/ Arrive at pickup point on schedule
Greet shipper by name
Discourage not-ready situations Discourage not-ready season Discourage not-ready not
Scan barcode on Pickup Summary accounts Ask if shipping information transmitted Check address & service level of packages Verify proper packaging of pickup materials Record pickup in DIAD Use carry aid to eliminate extra trips Count the packages out loud Handle packages with care Load single-trip carries through bulkhead door Value in Scan ARS and Internet packages from walkup customers Assemble multiple package International shipments Pickup International packages using ISAT procedures Pickup HazMats from contract Hazmat shippers only Verify Hazmat labeling and shipper certification Verify Hazmat labeling and shipper certi
Ask if shipping information Ask if shipping information Image: Assemble multiple package International shipments International shipments International shipments International shipments International shipments International shipments International packages using ISAT procedures
transmitted / International shipments Check address & service level of packages Verify proper packaging of pickup materials Record pickup in DIAD Use carry aid to eliminate extra trips To adding Pickup Packages Z/ Count the packages out loud Handle packages with care Load single-trip carries through bulkhead door Use carry 10 Load single-trip carries through bulkhead door Use carry 10 Load single-trip carries through bulkhead door Use carry 10 Load single-trip carries through bulkhead door Use carry 10 Load single-trip carries through bulkhead door Use carry 10 Load single-trip carries through bulkhead door Use carry 20 Load single-trip carries through bulkhead door Use carry 21 Load single-trip carries through bulkhead door Use carry 22 Load single-trip carries through bulkhead door Value 10 Load single-trip carries through bulkhead door Value 21 Load single-trip carries through bulkhead door Value 22 Load single-trip carries through bulkhead door
Check address & service level of packages Verify proper packaging of pickup materials Record pickup in DIAD Use carry aid to eliminate extra trips Count the packages out loud Handle packages with care Handle packages with care Load single-trip carries through Load bulkhead door Werify International packages using ISAT procedures Pickup HazMats from contract Hazmat shippers only Verify Hazmat labeling and shipper certification Cortainerize smalls & load toward rear Segregate send-agains and appropriate pickup packages Load hazardous materials packages on floor Follow Over 70 lb. pkg handling
Verify proper packaging of pickup materials Record pickup in DIAD Use carry aid to eliminate extra trips Adding Pickup Packages 2/
Record pickup in DIAD Use carry aid to eliminate extra trips ading Pickup Packages 2/ Count the packages out loud Handle packages with care Handle packages with care Duby Load single-trip carries through bulkhead door Utilize bottom shelves fully Verify Hazmat labeling and shipper certification
Use carry aid to eliminate extra trips
ading Pickup Packages 2/
2/ Count the packages out loud □ □ □ Containerize smalls & load toward rear □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □
2/ Count the packages out loud □ □ □ Containerize smalls & load toward rear □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □
Handle packages with care
Handle packages with care
Load single-trip carries through bulkhead door floor Utilize bottom shelves fully Load hazardous materials packages on floor Follow Over 70 lb. pkg handling
Utilize bottom shelves fully
Stack tight, secure load on shelf Stack tight, secure load on shelf Load Over 70 lb. packages on floor toward rear
Face labels to rear or up Organize turn in materials progressively

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Day 8- Center Qualification - Overview

AM - Prior to Employee Start Time

 Follow up with preload supervisor or look at DMS, in PAS sites only, for appropriate stop count (range between 8.00 and 8.50 hours)

Inside AM

- Review Global Timecard System (GTS)report and other center reports, and record results of all elements in the "Service Provider Trainee Progress Review"
- Make daily positive contacts with the trainee

On-Road

Communicate with Service Provider via DIAD and phone, as necessary

Inside PM

- Make daily positive contacts with the trainee
- Complete the PM Quality Review

Complete and Review the "New Service Provider Trainee Progress Review" form.

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Service Provider PM Quality Review		C. 5 : 10-2- 10-2-
Service Provider Trainee Name: (b) (6), (b) (7)(C) Center: Delivery Area: (b) (6), (b) (7)(C) License Expiration date: (b) (6), (b) (7)(C) DOT physical: (b) (6), (b) (7)(C) X the appropriate box \underline{or} fill in the blank.	b) (7)(C)	
DRIVER VEHICLE INSPECTION REPORT Properly completed and turned in?	Yes V	No
PACKAGES BEING RETURNED TO CENTER		
Number of missed packages? Number of Paid send-agains? Proper service cross on all send-agains? Number of returns? RS Packages handled properly Number of incorrect addresses? Reasonable effort made to secure good address? Hazardous materials pouch empty? Number of damages?		
PICKUP LOAD Tight, secure load with shelves fully utilized? Properly segregated S/A and appropriate pickup packages? Smalls containerized? Over 70 lb. packages labeled and loaded near rear? Packages packed and labeled properly? International shipments have shipment checklist attached?		
C.O.D. TURN-IN Are all checks made out properly? Instructions followed on all C.O.D. tags? Did Service Provider do a progressive on-area turn-in?	Z Z Z	
Number of missed pickups? Accuracy and completeness of pickup records: Number voids without shipper initials? Number high-risk packages not signed? Service Provider knows high-claim accounts? UPS Shipping Record: Number audited? Number missing or incorrect date? Number missing or illegible shipper number? Number missing weights? Number missing service level? Number missing or incorrect package count?	0 0 0 0 0 0	

Service Provider PM Quality Review, cont.

Number audited? Number missing or illegible shipper numbers? Number missing or illegible date? Number missing or incorrect package count? Number missing detail sheets?	0 0 0
ASD Number audited? Number missing account numbers? Number missing weights or zones?	
COMPARE RETURN PACKAGES WITH DIAD RECORDS Number audited? Number incorrectly recorded?	0
APPEARANCE. Personal (Circle One) Vehicle (Circle One) Inside (Circle One) Outside (Circle One) Sood Fair Good Fair Good Fair	Poor Poor Poor Poor
List the areas of highest proficiency:	i ward to
List the "most-help-needed" areas:	
(b) (6), (b) $(7)(C)$	(7)(C)
Service Provider Trainee Signature (b) (6) , (b) (7) (c) Date (b) (6) , (b) (6) , (6) , (6) Date (b) (6) , (6) Date	(7)(C)

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Day 9- Center Qualification - Overview

AM - Prior to Employee Start Time

- Follow up with preload supervisor or look at DMS, in PAS sites only, for appropriate stop count (range between 8.00 and 8.50 hours)

Inside AM

- Review Global Timecard System (GTS)report and other center reports, and record results of all elements in the "Service Provider Trainee Progress Review"
- Make daily positive contacts with the trainee
- Complete the AM Quality Review

On-Road

Communicate with Service Provider via DIAD and phone, as necessary

Inside PM

- Make daily positive contacts with the trainee

Complete and Review the "New Service Provider Trainee Progress Review" form.

Service Provider Trainee Name: _(b) (6), (b) (7)(C) Center:	C) Date: (b) (6), ((b) (7)(C)	~~~
Delivery Area: License Expiration date: DOT physical: Mark the appropriate response to document behavior.	(b) (6), (b) (/)(C)		
BE PROMPT Arrive at the center on time		Yes/	No
APPEARANCE Personal (Circle One)	9690	Fair	Poor
VERIFY DIAD INFORMATION Handle with care Clean, damage-free, and operational Verify that DIAD information is accurate and complete	,-		
ATTEND PCM On time Engaged		₩ X	
GET SUPPLIES Supplies adequate but not overstocked Drop Box supplies Emergency supply of customer materials			
PERFORM GET EDD Local procedures followed for "Get EDD"			
PERFORM COMPLETE PRETRIP Complete vehicle inspection DVIR complete		T T	
FOLLOW CENTER EXIT ROUTINE Follow proper exit routine			
SET ROUTINE Service Provider has an orderly routine when completing Inside Al	М	\Box	
Additional Comments:			
(b) (6), (b) (7)	(C)	(6), (b) (7)(C)
Service Provider Trainee Signature (b) (6). (b) (7)		(6), (b) (7)() ()
NSPT Trainer Signature) ate		

Day 10- Center Qualification - Overview

AM - Prior to Employee Start Time

 Follow up with preload supervisor or look at DMS, in PAS sites only, for appropriate stop count (range between 8.00 and 8.50 hours)

Inside AM

- Review Global Timecard System (GTS)report and other center reports, and record results of all elements in the "Service Provider Trainee Progress Review"
- Make daily positive contacts with the trainee

On-Road

- Communicate with Service Provider via DIAD and phone, as necessary
- Complete On-area Observation

Inside PM

- Make daily positive contacts with the trainee

Complete and Review the "New Service Provider Trainee Progress Review" form.

- This is an in-depth review that should cover all the trainee is doing well, areas of improvement, and "action plans" to improve

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On-Area Observation Form

PMEST Observation Form							DATE / TIME:						
	Most Common Injury:	Falls - Slips				OBSER\	VER'S NAME:						
Most Severe Injury: Litting · Lowering					OPERATION:								
		Push - Puls				JO	B FUNCTION:	Packag	e Driver				
						١	WORK AREA:						
Observation Com	pleted by (Check One):												
ſ″ Manager/Su	upervisor F Self	Check or UPS	Self-Evaluation	L. C	HSP Mingr/Sup or H	&S Mngr/	Sup	「 CHSP Mem	ber (non-mgmt)	☐ Liberty Mutual			
Loss Area	Behavior/Metho	d	Sale	Total	AN-Risk	Total	Appreclative Feedback	Constructive Feedback	11 (10 to 1)		Feedback Comment	1	
Falls - Slips	F-2: At the curbside door us handrail when entering/exitin package car.								,				
Falls - Slips	F-8: Maintains unobstructed	d egress.											
Falls - Slips	F-10; Carries packages wit unobstructed forward view.	ħ											
Falls - Slips	F-60: At the driver or rear do uses three points of contact entering/exiting the package	when											
Lifting - Lowering	L/L-1: Gets close to the obje within Power Zone.	ect, works											
Lifting - Lowering	L/L-2: Bends at knees (not a keeps the natural curve of th												
Lifting - Lowering	L/L-14: Service Provider us and facilities to assist in the												
Lifting - Lowering	L/L-19: An object stays over employee's feet (pivots feet, twisting)												
	PP-35: When using a carry surfaces, driver pushes carry												
Fushing -	PP-40: When pulling or push aid, driver's hands are at or s waist level	ning a carry slightly above											
	PP-45: Driver squares shou head door when closing	kders to bulk								_		4 (1) A (1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	
Pushing - Pulling	PP-47: When selecting a pa shelf in the rear cargo area, sides package into their Por while leveraging the package of the shelf	driver pulls or wer Zone											

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Texas tray rorial law Mass Clamone Craits: Mass Severe Cyrait Clamone Texas tray Mass Severe Cyrait Cyrait Mass Severe Cyrait Clamone Texas tray Mass Severe Cyrait Cyrait Mass Severe Cyrait Clamone Texas tray Mass More Community Texas Area Description of Texas tray Mass More Community Texas Area Description Texas tray Description Texas Area Description Texas tray Description Texas Area Description Texas tray Description Texas Area Description Texas Mass Mass Mass Mass Mass Mass Mass M		Most Common Injury: Falls - Slips			(OBSERVE	R'S NAME:		, (b) (7)(C)	NUMBER OF — DBSERVED C
Soft Contract World Affect Affect CHSP Myndifue or His Nongriso CHSP Myndifue o	projecta carriery in process and a con-		ile	~		0	PERATION:	Mass	sillon On Road - South Division - Great Lakes Division	
Class And Dehaviumitathed Got Total Antique Control of Short No. 1 CHSP Marginita or HS Mingrilla or HS Mingri	NOT Current Observations from	Most common crash.	Object/Property Damag	<u> </u>				(b) (6), (b)) (7)(C)	- / -
Less Arts Behavioriteried Series Arts Series Arts Behavioriteried Series Arts Arts Behavioriteried Arts Arts Arts Arts Arts Arts Arts Arts	Observation Completed	'I Livy (Chack One):				NAME	(OPTIONAL)	_ (b) (b),	(b) (7)(C)	<u> </u>
Animal - Dog Bile Dist. When making stop, UPS driver horize horn (org 200 per prevention). Animal - Dog Bile Dist. When dog is seen or heard in the house, driver horts the occor or pieces foot against coor. Litting - Lowering 101-26. When dog is seen or heard in the house, driver horts the occor or pieces foot against coor. Litting - Lowering 101-26. When dog is seen or heard in the house, driver horts the occor or pieces foot against coor. Litting - Lowering 101-26. When dog is seen or heard in the house, driver horts the standard surver of the back. Falls - Silipp 7-2. At the cursals door uses the transferal when extended the search of the back of the			elf-Evaluation	€ C	HSP Magr/Sup or	H&S Mngr	r/Sup	CHSP Men	mber (non-mgmt) f" Liberty Mutual	
Animal - Dog Bille Date prevention). Animal - Dog Bille DB-6: When dag is seen or heard in the house, driver notes the door or places foot against door. Lifting - Lowering DB-6: Bends at losses (not at the waist), keaps the adult cover of the back. Falls - Slips F-2: A the curstoide door uses the handrall when centering lossing the peckage car. Falls - Slips F-38: Looke down before stepping off the dockloadder or onester forming on a stotkness warface. Falls - Slips F-50: Parks to evoid sign end falls hazards. Cyclist C-50: Parks to evoid sign end falls hazards. Cyclist C-50: Diver uses home or lights to establish eye conject with modorats and pedestrians at intersections. Lifting falls Slips S-50: Diver uses home or lights to establish eye conject with modorats and pedestrians at intersection. Lifting falls Slips S-50: Diver uses home or lights to establish eye conject with modorats and pedestrians at intersection. Lifting falls Slips S-50: Diver uses home or lights to establish eye conject with modorats and pedestrians at intersection. Lifting falls Slips falls S-50: Diver uses home or lights to establish eye conject with modorats and pedestrians at intersection. Hit Stationary Objects S-50: Lifting falls to diver uses the fall falls	Loss Area	Behavior/Method ·	Safe	Total	At-Risk	Total			Feedback Comments	
Asimpsi 200g Brile houts the door or places foot against door. Lifting - Lowering Ch.2: Bends at knees (not at the waist), keeps the natural curve of the back. Falls - Slips F-2: At the curbated door uses the handrall when interingleating the package cur. Falls - Slips F-38: Looks down before stepping off the dockfladder to ensure footing an a attitionary surface. Falls - Slips F-50: Parks to avoid sip and falls hazards Cyclist C-5. Other uses horns or lights to establish eye congles with modorists and pedestrians at intersections of the vehicle short of crosswalk or growth in the complex with modorists and pedestrians at intersection stationary objects. The curbon parks no closer than 4 feet from distinance of the complex of	Animal - Dog Bite	DB-1: When making slop, UPS driver honks horn (dog bite prevention).	1111	2	0	0	-	0		
Enting - Lowering natural curve of the back Folls - Slips F-2: At the curbalide door uses the handrall when entering/exiling the psokage cer. Fally Slips F-38: Looks down before stepping off the dockloadder to ensure fooling on a stationary surface to ensure fooling on a stationary surface Cyclist C-5: Driver uses home or lights to establish eye coglact with motorists and podestrians at intersections Cyclist C-5: Driver stops the vehicle short of crosswellk or specially collect Cyclist Cyclist	Animal -/Dog Bite		. 0	0	0	0	0	0		
Falls - Slips F-38: Looks down before stepping off the dockfiedder to ensure fooling on a stationary surface F-38: Looks down before stepping off the dockfiedder to ensure fooling on a stationary surface F-38: Slips F-36: Looks down before stepping off the dockfiedder to ensure fooling on a stationary surface F-38: Slips F-50: Parks to avoid slip and falls hazards F-38: Slips F-50: Parks to avoid slip and falls hazards F-38: Slips F-50: Driver uses homs or lights to establish eye conjac with motorists and pedestrians at intersections F-50: Driver uses hom or lights to establish eye conjac with motorists and pedestrians at intersections F-50: Driver uses hom or lights to establish eye conjac with motorists and pedestrians at intersections F-50: Driver uses hom or lights to establish eye conjac with motorists and pedestrians at intersections F-50: Driver uses hom or lights to establish eye conjac with motorists and pedestrians at intersections F-50: Driver uses hom or lights to establish eye conjac with motorists and pedestrians at intersections F-50: Driver uses hom or lights to establish eye conjac with motorists and pedestrians at intersections F-50: Driver uses hom or lights to establish eye conjac with motorists and pedestrians at intersections F-50: Driver uses hom or lights to establish eye conjac with motorists and pedestrians at intersection F-50: Driver uses hom or lights to establish eye conjac with motorists and pedestrians at intersection F-50: Driver uses hom or lights to establish eye conjac with motorists and pedestrians at intersection F-50: Driver uses hom or lights to establish eye conjac with motorists and pedestrians at intersection F-50: Driver uses hom or lights to establish eye conjac with motorists and pedestrians at intersection F-50: Driver uses hom or lights to establish eye conjac with motorists and pedestrians at intersection F-50: Driver uses hom or lights to establish eye conjac with motorists and pedestrians at intersection F-50: D	Lifting - Lowering		0	0	0	0	0	0		
Falls - Slips F-50. Parks to avoid slip and falls hazards Cyclist Cyclis	Falls - Slips		and the same of th	2	0	0	~			
Falls - Slips F-50. Parks to avoid alip and falls hazards Cyclist Cyclist Cyclist Cyclist Cycly Driver uses horns or lights to establish eye coglact with motorists and pedestrians at intersections Cycly Driver slops the vehicle short of-crosswalk or glevelk (not in it) Hill Stationary Object His Stationary HSO-1: Driver parks no closer than 4 feet from stationary objects Intersection Intersection Intersection controlled by signs or signals Intersection Intersection controlled by signs or signals Intersection Intersection controlled by signs or signals	Falls Slips		0	0	/	/	0	/	Manya lock Barene S. Spartery Source Source Source about	11.00 11.00 6 11.
Cyclist / contact with motorists and pedestrians at intersections / Cyclist	Falls - Slips	F-50: Parks to avoid slip and falls hazards	1111	-3-	0	0		!		``~ <i>\</i> `\
Hit Stationary Object HisO-14: Driver parks no closer than 4 feet from stationary objects HisO-14: Driver lidentifies stationary objects prior to Object HisO-1: Driver identifies stationary objects prior to parking Intersection Intersection ontrolled by signs or signals Int-1: Driver looks left, right, left and checks mirrors	Cyclist		744 II	<i>-</i>	0	0	7	0		
Object stationary objects Hit Stationary Object Parking Intersection Int-2: Driver looks left, right, left prior to driving into an intersection controlled by signs or signals Intersection Int-1: Driver looks left, right, left and checks mirrors	DiCyclist /		0	0	0	0	0	0		
Object parking Intersection Int-2: Driver looks left, right, left prior to driving into an intersection controlled by signs or signals Int-1: Driver looks left, right, left and checks mirrors			11.11	1	0	0	1/	0		
Intersection intersection controlled by signs or signals Int-1: Driver looks left, right, left and checks mirrors	13 × -		//	2	0	0	L	0		
Internaction little 1; Oriver looks lest, right, left and checks militors	Intersection	Int-2: Driver looks left, right, left prior to driving into an intersection controlled by signs or signals	/		0	0	/	0		h
	Intersection		1	/	0	0	./	0		

Based on the employee's progress through Day 9, please indicate additional training planned:

Areas of strength:

- · Annibon to bearing
- Deschor Allitone

Areas needing improvement:

- Continue to Land on the Set Mathewar Speciently
- Continue to horse on South

Employee's Signature:

(b) (6), (b) (7)(0

Date:

Supervisor's Signature

Day 11- Center Qualification - Overview

AM - Prior to Employee Start Time

- Follow up with preload supervisor or look at DMS, in PAS sites only, for appropriate stop count (range between 8.00 and 8.50 hours)
- Complete <u>Scancheck Audit</u>

Inside AM

- Review Global Timecard System (GTS)report and other center reports, and record results of all elements in the "Service Provider Trainee Progress Review"
- Make daily positive contacts with the trainee

On-Road

Communicate with Service Provider via DIAD and phone, as necessary

Inside PM

Make daily positive contacts with the trainee

Complete a Virtual OJS using Telematics

Complete and Review the "New Service Provider Trainee Progress Review" form.

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Scancheck Audit

Perform a Scancheck Audit on the trainee's package car

- Have the preload scan all packages for the trainee's delivery day
- Link to Scancheck procedures can be found on the iGate under Operations Excellence →Analysis Tools
 - https://igate.inside.ups.com/igateway/apps/index.cfm?action=CorpOpExcel. AnalysisTools.scancheck&strFuncName13987=Instructions&strFuncAction13 987=Index

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Day 12- Center Qualification - Overview

AM - Prior to Employee Start Time

 Follow up with preload supervisor or look at DMS, in PAS sites only, for appropriate stop count (range between 8.00 and 8.50 hours)

Inside AM

- Review Global Timecard System (GTS)report and other center reports, and record results of all elements in the "Service Provider Trainee Progress Review"
- Make daily positive contacts with the trainee
- Review Scancheck Audit
 - Print Scancheck summary
 - Have the driver sign the audit and attach to Training Profile

On-Road

Communicate with Service Provider via DIAD and phone, as necessary

Inside PM

Make daily positive contacts with the trainee

Complete and Review the "New Service Provider Trainee Progress Review" form.

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Day 13 - Center Qualification - Overview

AM - Prior to Employee Start Time

 Follow up with preload supervisor or look at DMS, in PAS sites only, for appropriate stop count (range between 8.00 and 8.50 hours)

Inside AM

 Review Global Timecard System (GTS)report and other center reports, and record results of all elements in the "Service Provider Trainee Progress Review"

On-Road

- Accompany Service Provider trainee
- Evaluate the Service Provider's progress in all areas of the job
- Complete the Delivery/Pickup Methods Evaluation form
- Complete Space & Visibility Review form

Inside PM

- Review training documentation with Service Provider

Complete and Review the "New Service Provider Trainee Progress Review" form.

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	-	/ Pickup Methods Evaluati			(L) (C) (L) (7)(C)
Service	Provide	(b) (6), (b) (7)(C) b) (6), (b) (7)(C)	Opera	ting Cer	(b) (6), (b) (7)(C) nter
Cumani	(b) (6), (b) (7)(C)	Con No		(b) (6), (b) (7)(C)
Supervi (b)	sor (6), (b) (7	(b) (6), (b) (7)(C)	Car Nu	ımber _	(b) (6), (b) (7)(C)
Date		/ Delivery Area	Pickup	Area N	lumber
Check (✓) Box	1 = Training Provided	Check	(✓) Bo	x 2 = Proficiency Demonstrated
,					
Inside					
1	2,		1	2, V	
	Ø	Be prompt			Verify Premium, Over 70 Pounds, & HazMat pkgs
	V,	Meet appearance standards		■ ✓	Determine first 5 stops
	□ Z	Verify DIAD information		1	Handle minimum of packages
	4	Gather Supplies		V	Leave by assigned exit
	W	Perform complete pre-trip & sign DVR	1		
Trave		,	Ι .		
1	2,		1	2,	
	\(\nl\)	Know your car		Ø,	Size up delivery or pickup order
	1	Drive safely		Ŋ	Park appropriately for stops close together
	\vec{\sqrt{2}}	Maintain your speed		₩,	Park close
	\(\overline{\pi}\)	Use knowledge of the area		□ Z Ĵ	Back only when necessary
	\vec{V}	Provide service with minimum miles		Ø,	Tap horn
	4	Follow delivery area trace		□ Z	Use camera as an additional
	₩.	Follow the planned pickup order			mirror when backing up
		7000	***************************************		
Selec	tion: Ir	nside the Car			
1,	2		1	2/	
□ √		Have a smooth stop car routine		1	Select from 60-inch floor selection area
	3	Know the delivery area		Ø	Handle packages minimum number of times
	(<u>3</u>)	Remember five or more stops in advance		Z)	Load carry aid with minimum pkg handling
	Ø	Plan ahead		₩.	Use smooth rear door selection routine
4		Use a one-look selection habit		Ŋ	Place packages in equal rows on docks
7		Select from the 30-inch shelf selection area		A	Follow Over 70 lb. pkg handling procedures
Ŋ		Align and move packages to selection area		Ø	Handle packages with care
	团	Face labels for selection	☑		Do not record in the car
	V	Do not move packages from shelf to shelf		DZ	Verify blocking/ bracing of

Delivery/Pickup Methods Evaluation, cont.

Walk	ing to	the Delivery Point			
1	2/		1	2,	
	₫,	Know your delivery stop		Z,	Carry optimum loads
	₩.	Scan the path for obstructions		V,	Use a carry aid when needed
	II,	Walk with a brisk pace		IZ/	Carry the DIAD on the first trip
\Box ,	1	Verify address and street		T¥	Handle the DIAD with care
Y		Call out "UPS"			
L	1				
Maki	ng the	Delivery			
1	2,		1	2,	
	V.	Attract immediate attention		2, \(\overline{\	Be professional and courteous
	V	Record during unavoidable delays		Z,	Organize COD turn-in progressively
Ø		Announce time-sensitive packages		Z	Make indirect delivery attempts and leave InfoNotice first
	Ū,	Announce COD's and Call Tags		4	Use InfoNotice correctly
	□Z	Put packages in final position		7	Follow Service Provider Release guidelines
	Ø	Expose labels for ease of recording		囡	Convey attitude of valuing the
	Ø	Diago liko chianov numbora	V	-	customer's business
	LED /	Place like shipper numbers together	LVI		Develop additional volume and sales leads
	17	Get the receiver's signature first		T)	Follow Adult Signature Required
	-			-h	procedures
	Ø	Follow the DIAD recording procedures		Ø	Follow Return Services procedures
	Ø	Keep contact brief and business- like		团	Remove Hazmat shipping papers from pouch.
	Ø	Continue to convey sense of urgency			pode.ii
		argeney			
Walk	ing fro	om the Delivery Point			
1	2,		1	2/	
	Ø	Record the next stop		V,	Have the key ready
	Q.	Plan ahead		□ √	Check pedestrian and traffic conditions
	ŪŽÍ	Follow DIAD text messaging			
	- 	procedures			
	[Y] [V]	Follow EDD Usage Methods			
	ĽVI	Follow CPaD Usage Methods		اسا	

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Delivery/Pickup Methods Evaluation, cont.

☑ ☑		1	2	
₩.	Have storage area for Send Agains and Returns		D/	Follow the start car routine
•	Do not record in the car		V	Move out without delay
		J	1	
a the	Pickup			
	rickup	1.	2	
7	Arrivo at pickup point on schodula	1		Encourage additional volume
		LINE .		Scan Letter Center barcode and
rate:	Greet shipper by harne			packages
₫/	Discourage not-ready situations		V	Clean and re-supply Letter Centers
			Ŋ.	Follow On-Call Air pickup procedures
Ŋ,	Scan barcode on Pickup Summary accounts		W	Scan ARS and Internet packages from walkup customers
₽Z	Ask if shipping information		₩.	Assemble multiple package
			4	International shipments
W	l .		1	Pickup International packages using
√			- Tu/	ISAT procedures Pickup HazMats from contract Hazmat
<u> </u>		"	LE	shippers only
Ø	Record pickup in DIAD		Ø	Verify Hazmat labeling and shipper certification
₽.	Use carry aid to eliminate extra trips			ear cirreactory
		•		
a Pic	ckup Packages			
		1	2	
<u> </u>	Count the packages out loud		107	Containerize smalls & load toward rear
Ĭ				Segregate send-agains and appropriate
1	, , ,		1	pickup packages
	Load single-trip carries through bulkhead door		1	Load hazardous materials packages on floor
/	Utilize bottom shelves fully		1	Follow Over 70 lb. pkg handling procedures
Z)	Stack tight, secure load on shelf and floor		Ø	Load Over 70 lb. packages on floor toward rear
14	Face labels to rear or up		V)	Organize turn in materials progressively
		Discourage not-ready situations Visually scan shipping records Scan barcode on Pickup Summary accounts Ask if shipping information transmitted Check address & service level of packages Verify proper packaging of pickup materials Record pickup in DIAD Use carry aid to eliminate extra trips General Pickup Packages Count the packages out loud Handle packages with care Load single-trip carries through bulkhead door Utilize bottom shelves fully Stack tight, secure load on shelf and floor	Greet shipper by name Discourage not-ready situations Visually scan shipping records Scan barcode on Pickup Summary accounts Ask if shipping information transmitted Check address & service level of packages Verify proper packaging of pickup materials Record pickup in DIAD Use carry aid to eliminate extra trips GPickup Packages / Count the packages out loud Handle packages with care Load single-trip carries through bulkhead door Utilize bottom shelves fully Stack tight, secure load on shelf and floor	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐

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	Commission of the Commission o						
		United Parcel Servic	e Serv	ice P	rovider	New D	river Training
		(b) (6), (b) (7)(C)	Record	Of S	afety Ri	de Period	lic Driver Training
				/ b \	(G) (Crash	Follow-up (enter crash date)
	Date Of	17(6) (b) (7)(C)	ID	(D)	(6), (b) (7)(C)	raining (enter crash date)
	Driver_(D) (6), (b) (7)(C)			Lic	cense Expiration (b) (6), (c)	(b) (6), (b) (7)(C)
	Observer:	(b) (6), (b) (7)(C)			Ce	enter(b) (6), (b) (7)(C)	DOT Expiration
	Ride Sta	1110.	ne:	De	emonstra	ation Time From: To):
		123	1850			13105	1346
	Instructions	s: Enter "Y" or "N" in the check	k hoxas appropriate for each et	atomo	nt A mini	mum of three channeting	ns for each statement must be made in those areas with
	three check	boxes. If not observed review	w with employee and enter "R" is	atenie athe cl	heck hov	mum or triee observation	is to reach statement must be made in the se areas than
				T (IIC C	HECK DOX.		
	prompty.	P INSPECTION OF VEH			KEEP Y	OUR EYES MOVING	(Continued)
	1.Looks fo	or feakage of coolants, fuel, lubric	ants			Intersections	
	2.Checks	all tires, marker lights, doors, glas	ss, mirrors, reflectors		50 50 9	41.Heeds all traffic signs	
	3.Checks	horn, windshield wipers, gauges,	steering, defrosters, fuel		189	42.Approaches intersection	s prepared to stop
	4.Checks	brake action and hand brake adju	stments		499	43.Checks left, right, left at	all intersections
		emergency warning devices, fire e			9 9 1	44.Checks mirrors while app	proaching intersection
	6.Checks	rear vision camera/monitor and re	werse lights		8 8 8	45.Stops behind stop line o	r cross-walk
	7.Checks	turn signals, headlights, emergend	y flashers	X	برابهم	46. In neutral, emergency bra	ike on at stop light (manual)
		for hazardous materials poster, E			91919	47.Foot on brake, emergenc	y brake on at stop light (automatic)
		seatbelt, DOT number, reviews an			4 6 9	48.Counts one, two, tl	hree after vehicle ahead moves
	10.Adjust	s mirrors at <i>Mirror Station</i> prior	to leaving	X	11/1	49. Handles stale green	lights and point of decision
			///		5 11 7	50.Scans steering whe	els of parked vehicles
			ISSION for Land	er-	188	51. When stopped to turn dir	rection, maintains steer axle straight
		Buckles belt, starts engine					
X	1 1 1 1 2	.Uses clutch properly, shift gears	smoothly in sequence		LEAVE	YOURSELF AN OUT	- Be Prepared. Expect the unexpected
1	13	Refrains from over revving and /	or rolling back		5 99	52.Leaves other vehicle suffi	cient space
					9119	53.M aintains 4 - 6 seo	ends following time in speeds<30 mph
		I IN STEERING - Find a	safe path well ahead		8 8 9	54.Maintains 6 - 8 sec	onds following time in speeds>30 mph
		Looks ahead in travel path			5 5 8	55. Allows for space on all si	des of vehicle
		Centers vehicle in traffic lane at al			999	56.When starting up at	t an intersection looks left, right, left
×	F 79 5 16	.Hands properly positioned on ste	eering wheel 🔑 🗠 🗝		1 9 8	57.Uses path of least resista	ance
	5 6 9 17	Maintains proper driving posture	•		محر مرا منو	58.Adjusts speed to varying	road, weather and traffic conditions
	18	.Maintains eight to twelve	seconds of eye lead time	``		Backing	
	J.	irning					acking including residential driveways
	F-19-1/	Checks traffic and turns when pat				60.lf necessary, back first	
		.Makes smooth, safe turns, and c				6 1.Checks rear immediately b	
		Squares corners - does not cut st	hort, turns lane to lane			62.Taps horn continuously w	
×		Avoids shifting on turns				63 Looks back as well as che	ecking mirrors and monitor
	1 9 4 23	Applies "right turn on red" corre	etly			64.Backs to driver's side	
						/	have changed, driver gets out and looks
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	BIG PICTURE - Stay ba				66.Backs at a controlled spe	
		In city or residential traffic, looks				67.Uses monitor and volume	
		In city traffic, looks building line t		×.	11/1	68.Recognizes doubtful situ	ations
		i.On highway or rural roads, looks					ine dad denotions
	ACCRECATE OF THE PARTY OF THE P	On highway or rural roads, looks:				,	U - Don't Gamble. Use horn, lights and signals
		.Uses proper space cushion to av				69.Establishes eye to	eye contact
		.Adjusts to changing traffic cond		×		70.Uses horn properly	
		Does not tailgate, maintains prop				71.Upon return to car, scans	
		identifies "billboards" and adjust			7.73	72.Checks in front, under, an	
		.Passes with sufficient and clear s				73.Rechecks if conditions ha	
	33	.When stopped in traffic,	leaves one car length		4 4 1	74.Signals lane changes well	
				.X	441	75.Dims headlights for onco	
	1 P 12 12	UR EYES MOVING - Sca	n, don't stare	ļ	227	76.Signals intention well in a	dvance
		.Driver stays alert				Stopping	
		Does not stare, disposes of eye-		1			stopping, comes to a full stop
		Moves eyes using the triangular i					ibed by DOT, parks close to curb
х	THE PERSON NAMED IN COLUMN	Checks mirrors every 5 to		- 1	. 6	,	eurb, looks over left shoulder
		ailroad Grade Crossin		- 1	479	80.Checks mirrors and pulls	mirrors in when stopped
		Approaches prepared to stop, for					
		.Clears crossing by looking left, r		,	POST		
×	40	Selects proper gear prior to cros	ssing at a safe speed	-			doors, glass, mirrors, reflectors
				4			gauges, steering, defrosters, fuel
	Service P	rovider knows the 5 See	eing Habits: Y _Y N			cks brake action and hand br	•
	Service P	rovider knows the 10 Po	int Commentary: Y V N	A	84.Che	cks vehicle for damage, signs	s DVIR
	Driver Drill	l completed: Y _ ✔ N			_		
	la at	Given (by number): "معاصم	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -) (6), (l	o) (7)(C) e	d The UPS Distracted I	
							and you and and and on the
		no on without	(b) (6), (b	Tráic	H		whom on the distance
	all all s	·	CA CA CA	, (·)(·			
		vidoro Commismonto	man and a man and	**** ***	-	o en se man gran a	Pour man I by Charles
		viders Commitments:	more of son over the	3 er	and the same of		The state of the s
	- 100°		- Secure 42 do and any age of the mag	~	- C	- a a a - a - a - a	The second secon
	and an are as	18 60 5					

Day 14- Center Qualification - Overview

AM – Prior to Employee Start Time

- Follow up with Preload supervisor or look at DMS, in PAS sites only, for appropriate stop count (range between 8.00 and 8.50 hours)
- Complete <u>AM Quality Review</u>

Inside AM

 Review Global Timecard System (GTS)report and other center reports, and record results of all elements in the "Service Provider Trainee Progress Review"

Complete and Review the "New Service Provider Trainee Progress Review" form.

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United Parcel Service Record of Safety Ride Addendum Form

	Your Misson svery 5 10 6 lovers - der's negled
1.37	the decorpe dies masses
cons	,
	(b) (6), (b) (7)(C)
447	Tuskeden (1)(6),(1)(1)(1) Handles Shile Court lighte and Dorch
	leght has your hoar to steat the older Dealer grows
	god of gade intendens
	Tarlandon (b) (6), (b) (7)(C)
+18	There again so I explored to the Dond or Sources
	Ladandon . (b) (6), (b) (7)(C)
10	to the sound or Decision as Descreedy expreshed be
10	Decretion Hal havelow when commenceding with the
	other Dates prouve god
	(b) (c) (b) (7)(c)
	(b) (6), (b) (7)(C)
Driver's Sig	(b) (6), (b) (7)(C)
Observer's	
Business M	lanager's Signature: (b) (6), (b) (7)(C)

Backing Crash Avoidance OJS

PRE-TRIP PROCEDURES	Ye	DAILY OPERATION	N	Yes/No
Driver visually checks to see the entire rear bumper in monitoring		- J.	of view through the monitor (30 feet)	9. 2
Checks the Day/Night controls during pre-trip	4	The clarity of the image wil	ll be altered due to shadows/Sunlight.	5.03
Properly adjusts the Bright/Contrast setting	9		acking area prior to maneuver	200
Driver listens for the audio function of the camera sys, when	testing rev		a replacement for existing backing methods	500
Driver inspects both mirrors for proper position	5	Understands that the syste	em does not detect overhead objects	Ser. 25
Planned number of BACKS	K.B	Actual number		nan, acceptation
(b) (6), (b) (7)(C) Date		Center	(b) (6), (b) (7)(C)	
$_{\text{Driver}}(b)$ (6), (b) (7)(C)	1		(b) (6), (b) $(7)(C)$	
Driver (D) (O), (D) (7)(C)		Trainer	(D) (D) , (D) (T)	
Observation Tallies - Stroke	Count Occurrer	nces - Give Appreciat	tive and Constructive Feedbac	ck
Drivers Side Backs	S	traight Backs	Blind Side Ba	acks
			~~~	
77 27 27 4				
Notes:	Notes:		Notes:	
Cleared High-Low-Protrusions	Hnn	ecessary Backs	Sounds	Horn
Cleared Flight-Low-Frotidations	01111	cocosary backs	Counce	110111
11 17 17 17 1			124 124	174
1774 1111			124 111	
Notes:	Notes:		Notes:	
5.45.		D.:h 0:	_{ignature} (b) (6), (b) (	(7)(C)
Print Driver Name:				
(b) (6), (b) (7)		Da(G)(6)	(b) (6), (b)	(7)(C)
Drint Tesis on None				
Print Trainer Name (b) (6), (b) (7)(C)		Trainer S Dat <b>e</b> (b) (6		
(b) (c), (b) (7)(c)		Daid(b) (b	), (b) (1)(	
Manager Name (b) (6), (	(7)(C)	Managa	r Signature (b) (6), (	b) $(7)(C)$
Manager Name (D) (O), (	<i>3) (1)</i> ( <i>0</i>	Date (b)	(6), (b) (7)(C)	0)(1)(0
		_ Bate	-(-)	
Trainer Instructions to Driver:				
į .				

# Intersection Crash Avoidance Certification

YELL at every Intersection!

(b) (6), (b) (7)(C)					
Date:	مسيخت س				
_	(b) (6), (b) (7)(C)				
Driver:	(D)(D),(D)(T)(D)				

Center: (b)

(b) (6), (b) (7)(C)

Trainer:

(b) (6), (b) (7)(C)

Supervisor Clarifies
Yes or No
Yes or N

# Knowledge Review: Rules of Intersection

Rule 1:

Yield the right of way.

Indicators

Allow on-coming traffic to clear before turning.

If turning left, make sure you have adequate time to complete the turn safely.

Watch for turning vehicles at intersections that may obscure oncoming traffic behind them.

Never overtake or pass other vehicles in an intersection and never assume you have the right-of-way.

810

Rule 2:

Expect the unexpected.

Indicators

Move through the intersection at a speed that will allow you to stop if necessary.

Anticipate unexpected stops by the vehicle in front of you. Count 1,2,3 after the car in front has begun to move.

9--

Rule 3:

Look left, right, left.

Indicators

Keep your eyes moving. Look left, right, and left again before proceeding through the intersection.

Scan - Don't Stare.

When approaching an intersection with a traffic light, determine your "decision point" - an imaginary distance from the intersection that is determined by traffic and road conditions.

Sec.

Manager Signature: Date:

Rule 4:

Leave yourself an out.

Indicators

Prior to entering intersection, check your mirrors for activity behind you.

Adjust your vehicle's speed in relation to traffic, road, and visibility conditions.

Leave 1 car length in front when at a stop.

Clanares Lascalons

Reviewed Yes or No	Trainers Review of "Critic	al Intersection Items"
g/05	1. Make Adjustments for Inclement Weather.  A. Anticipate other vehicles not being able to stop at intersections B. Brake early to avoid sliding into crosswalks.  2. Avoid Distracted Driving.  A. Never use your cell phone while driving.  B. Never look at your DIAD while driving.  3. Always Scan Amaronching Traffic Situations for the Unual Company of the Unual Comp	
Trainer	Signature:  (b) (b), (b) (7)(C)  (c) (c) (c) (d) (d) (d) (d) (d) (d) (d) (d) (d) (d	Driver Signature:  Date:  Date:

Ups	United Parce	el Service	(Package Vehicles)	<ul><li>✓ New Driver Training</li><li>☐ Periodic Driver Training</li><li>☐ Crash Follow-up</li></ul>
Date of Obs Driver:(t Observer: _ Drill Drive L	servation: (6), (		License Expiration: SLIC #: (b) (6), (b) (7)(C	☐ Re Auto Prevention Training (b) (6), (b) (7)(C) (6), (b) (7)(C)
		Drill Drive No. 1	☐ Driff Drive No. 2  Stroke count on lines below:	□ Drill Drive No. 3
			Eye Lead Time: Reference Point	<u> </u>
			Following Time: In Seconds	t 1
17× 1	/_/	Left Intersection: Hazard or Clear?	1 1 2	ntersection: d or Clear?
			Traffic Lights: Fresh or Stale? Point of Decision?	//
// <u>/</u>	/ /	Left Curb: Motorists & P Hazard or Clea		language of the language of th
177× 1	/ /	Left Mirror: Hazard or Clear?	1	nt Mirror: d or Clear?
***************************************			Superd Limit	

### Instructions:

The Driver Drill is to be completed in 2 minutes. The observer should record eye movements of the driver by stroke counting potential hazards in changing traffic situations. The goal of Defensive Driving is to move eyes to front every 2 seconds and to the rear every 5-8 seconds, or over a 2 minute time span to have 30 eye movements to the front and 15 to the rear. This is done by using the Triangle Viewing Habit. The Drill Points that are to be observed are: Eye Lead Time by Reference Point, Following Time In Seconds, Left and Right Intersections, Traffic Lights, Motorists and Pedestrians, and Mirrors. (Drill Drives completed on property will have reduced elements for observation.)

### Count the number of eye movements above and record below:

			Front	. Re	ear			
	Eye Lead	Following		Traffic Motorists &				Total Eye
	Time	Time	Intersections	Lights	Pedestrians	Mirrors	Speed	Movements
Drill #1	8	8	10	-3	9	9	/	50
Drill #2								
Drill #3		(b) (6), (b)						

Service Provider Trainee Name: (b) (6) Center: (c) (6) (6) (7) (C)	(b)	) Date: ) (6), (b) (7,0)	b) (7)(C)	
Delivery Area:	ckup Area:	, (6), (6), (7), (6)		
BE PROMPT Arrive at the center on time			Yes	No
APPEARANCE Personal (Circle One)		Good	Fair	Poo
VERIFY DIAD INFORMATION Handle with care Clean, damage-free, and operational Verify that DIAD information is accurate and comp	plete			
ATTEND PCM On time Engaged			₹ X	
GET SUPPLIES Supplies adequate but not overstocked Drop Box supplies Emergency supply of customer materials			N N N	
PERFORM GET EDD Local procedures followed for "Get EDD"			7	
PERFORM COMPLETE PRETRIP Complete vehicle inspection DVIR complete			N	
FOLLOW CENTER EXIT ROUTINE Follow proper exit routine			$   \vec{\Delta} $	
SET ROUTINE Service Provider has an orderly routine when com	pleting Inside AM	I		ALIAN AND AND AND AND AND AND AND AND AND A
Additional Comments:		-144 4000	Management of the second	
(b) (6), (b)	(7)(C)			
Service Provider Trainee Signature (b) (6), (b)		Date	o) (6), (b) (7	7)(C) 

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4

1

1

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# Day 15- Center Qualification - Overview

### AM - Prior to Employee Start Time

 Follow up with Preload supervisor or look at DMS, in PAS sites only, for appropriate stop count (range between 8.00 and 8.50 hours)

### Inside AM

 Review Global Timecard System (GTS)report and other center reports, and record results of all elements in the "Service Provider Trainee Progress Review"

### Inside PM

- Complete the PM Quality Review

Complete and Review the "New Service Provider Trainee Progress Review" form.

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### Service Provider PM Quality Review Service Provider Trainee Name: (b) (6), (b) (7)(c) Date: Center: i(b) (6), (b) (7)(0 Pickup Area: Delivery Area: License Expiration date: DOT physical: X the appropriate box or fill in the blank. DRIVER VEHICLE INSPECTION REPORT Properly completed and turned in? PACKAGES BEING RETURNED TO CENTER Number of missed packages? Number of Paid send-agains? Proper service cross on all send-agains? Number of returns? RS Packages handled properly Number of incorrect addresses? Reasonable effort made to secure good address? Hazardous materials pouch empty? Number of damages? PICKUP LOAD Tight, secure load with shelves fully utilized? Properly segregated S/A and appropriate pickup packages? Smalls containerized? Over 70 lb. packages labeled and loaded near rear? Packages packed and labeled properly? International shipments have shipment checklist attached? C.O.D. TURN-IN Are all checks made out properly? Instructions followed on all C.O.D. tags? Did Service Provider do a progressive on-area turn-in? PICKUP RECORDS Number of missed pickups? Accuracy and completeness of pickup records: Number voids without shipper initials? Number high-risk packages not signed? Service Provider knows high-claim accounts? UPS Shipping Record: Number audited? Number missing or incorrect date? Number missing or illegible shipper number? Number missing weights? 0 Number missing service level? Number missing or incorrect package count?

# Service Provider PM Quality Review, cont.

Computer Manifest: Number audited? Number missing or illegible shipper numbers? Number missing or illegible date? Number missing or incorrect package count? Number missing detail sheets?		0	
ASD Number audited? Number missing account numbers? Number missing weights or zones?		0	
COMPARE RETURN PACKAGES WITH DIAD RECORDS Number audited? Number incorrectly recorded?		_0	7
APPEARANCE. Personal (Circle One) Vehicle (Circle One) Inside (Circle One) Outside (Circle One)	ළිල්od ළිල්od ළිල්od	Fair Fair Fair Fair	Poor Poor Poor Poor
List the areas of highest proficiency:	and Sand	(200	lasa cas se es o Se gue e guilies
List the "most-help-needed" areas:	er per sur core		
(b) (6), (b) (7		(b) (6), (b) (7	()(C) 
Service Provider Trainee Signature (b) (6), (b) (7)  NSPT Trainer Signature	$7)(C)^{\text{(b) (6), (b) (7)(C)}}$	(b) (6), (b) (7)	(C) - /-//

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# Day 16— Center Qualification — Overview

# AM – Prior to Employee Start Time

- Follow up with Preload supervisor or look at DMS, in PAS sites only, for appropriate stop count (range between 8.00 and 8.50 hours)
- Complete Scancheck Audit

### Inside AM

- Review Global Timecard System (GTS)report and other center reports, and record results of all elements in the "Service Provider Trainee Progress Review"

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Complete and Review the "New Service Provider Trainee Progress Review" form.

### Scancheck Audit

Perform a Scancheck Audit on the trainee's package car

- Have the preload scan all packages for the trainee's delivery day
- Link to Scan Check procedures can be found on the iGate under Operations Excellence →Analysis Tools
  - https://igate.inside.ups.com/igateway/apps/index.cfm?action=CorpOpEx cel.AnalysisTools.scancheck&strFuncName13987=Instructions&strFuncA ction13987=Index

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# Day 17- Center Qualification - Overview

AM - Prior to Employee Start Time

Follow up with Preload supervisor or look at DMS, in PAS sites only, for appropriate stop count (range between 8.00 and 8.50 hours)

### Inside AM

- Review Global Timecard System (GTS)report and other center reports, and record results of all elements in the "Service Provider Trainee Progress Review"
- Review Scancheck Audit
  - Print Scancheck summary
  - Have the driver sign the audit and attach to Training Profile

### On-Road

3

- Communicate with Service Provider via DIAD and phone, as necessary
- Complete On-area Observation

Complete and Review the "New Service Provider Trainee Progress Review" form.

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**On-Area Observation Form** 

Most Severe Injury: Lifting - Lovering

Most Common Injury: Falt - Stos

PMEST Observation Form

					¥	ORK AREA	(b) (6), (b) (7)	
		Soll Fushation	r.c.	-CDMbwS.s.o.H			F CHSP Mod	ber inco-microti) :: "F Liberty Mictical"
Loss Area	Behaviori life thod	Safe	Total	ALABA	Total	Appreciative	Constructive	Fee dback Comments
Falls - Slips	F-2. At the curbside door uses the handrall when entering lexiting the package car.	ASKE St.	4	THU	5		5	failed wor come on aportance of three Points of contact (methods)
Falls - Slips		- Marien		******		income		
Falls - Slips	F-10: Carries packages with unobstructed forward view	He was	3	1/	7	3	,	therp contrying packages with anolytride when to prement an anale or tree injury.
	F-60 At the driver or rear doors driver uses three points of contact when entering lexiting the package car	-30/-	204	11	Z	0	2	Avergents even in ces us wather to prevent there or another injust
Lifting - Lowering	L/L-1 Gets abset othe object works within Power Zone	· galances	-	-	ę-su-		-	- /
Lifting - Lowering	L4-2 Bends at knees (not at the #ast), keeps the natural curve of the back	Making and its	augus.	instantion .	Assert	ener	_	
Lifting - Lowering	L.L14. Service Provider uses equipment and facilities to assist in the lift and lower	111	3	83.000m	v	3	***************************************	thelp using lift and to map to correct boxes of to thep in end carge notion
Lifting - Lowering	L419 An object stays over the employee's feet (pivots feet avoids tristing)	#3600m		-games	_	-	range of the same	·
Pushing - Pulling	PP-35. When using a carry aid on level surfaces, driver pushes carry aid.	11	2	_	-	2	0	per pushing the curant ent
Pushing - Pulling	PP-40. When pulling or pushing a carry aid, driver's hands are at or slightly above r aist level	Stanour-	"enr	_		_		
Pushing - Pulling	PP-45: Driver squares shoulders to bulk head door when closing	visitatori	and the second	Acceptance		Parent		
Pushing - Pulling	shelf in the rear cargo area, driver pulls or slides package into their Power Zone	geletica Const.			_	.,	_	
	Falls - Slips Falls - Slips Falls - Slips Falls - Slips Lifting - Lowering Lifting - Lowering Lifting - Lowering Lifting - Lowering Pushing - Pulling Pushing - Pulling Pushing - Pulling Pushing - Pulling	Falls - Slips F-8 Maintains unobstructed egress Falls - Slips F-8 Maintains unobstructed egress Falls - Slips F-80 At the driver or rear doors driver uses three points of contact when entering lexiting the package car.  Lifting - L1-1 Gets abset to the object works within Power Zone  Lifting - L1-2 Bends at knees (not at the wast), keeps the natural curve of the back.  Lifting - L1-14 Senice Provider uses equipment and facilities to assist in the lift and law ar.  Lifting - L1-19 An object stays over the employee's feet (pivots feet avoids tristing)  Pushing - PP-96 When using a carry aid on level surfaces, driver pushes carry aid.  Pushing - PP-90 When pulling or pushing a carry aid, driver's hands are at or slightly above as the read door when closing.  Pushing - PP-47 When selecting a package form a shelf in the read cargo area, driver pulse as the read cargo area, driver pushes and shelf in the read cargo area, driver pushe as the read search of their Power Zone while feveraging the package on the edge while feveraging the package on the edge.	Los Area  Behavioritie hod  Falls - Slips F-2. At the curbside door uses the handral when entering lexiting the package car.  Falls - Slips F-8. Maintains unobstructed egress  Falls - Slips F-60. At the driver or rear doors driver uses the pertendige withing the package car.  Lifting Lutting L	Loss Area  Behavioritierbod  Falls - Slips F-2 At the curtaide door uses the handrall when entering exiting the package car  Falls - Slips F-10 Carries packages with unobstructed for and view  Falls - Slips F-60 At the driver or rear doors driver uses three points of contact when entering lexiting the package car  Lifting Li	Loss Area  Behavioritie to d  Safe Test  T	Less Area  Behavioristened  Safe Total  Assiss Total  Assiss Total  Assiss Total  Assiss Total  Falls - Slips Processor age car  Falls - Slips F-8 Maintains unobstructed egress  Falls - Slips F-10 Carries packages with unobstructed format divers described from and view  Falls - Slips F-60 At the criver core and does driver assist the entering leviting fre package car  Lifting - Lt1 Ges close to the object works within Power Zone  Lifting - Lt2 Bends at knees (not at the wasst), Leeps the natural curve of the book  Lifting - Lt14 Senice Provider uses equipment and backless to assist in the lift and be an and backless to assist in the lift and be an employees feet (pixels feet avoids tristing)  Lifting - Lt19 An object stays over the employees feet (pixels feet avoids tristing)  Pushing - PP-30 When using a carry aid on level surfaces, driver pushes carry aid  Pushing - PP-40 When pulling or pushing a carry aid, drivers hands are allor slightly above mast level  Pushing - PP-40 When pulling or pushing a carry aid, drivers hands are allor slightly above mast level  Pushing - PP-40 When pulling or pushing a carry aid, drivers hands are allor slightly above mast level  Pushing - PP-40 When pulling or pushing a carry aid drivers hands are allor slightly above mast level  Pushing - PP-47 When selecting a package form a shell in the rear cargo area driver plus or slicks package into their Power Zone while severaging the package for the aid soor when closing slicks package into their Power Zone while severaging the package for the aid soor when closing slicks package into their Power Zone while severaging the package for the aid slicks and again the edge	Cost Area   Estativististe door LPS Self-Estation   Fichs Microsco HBS Nor Suc   Aspeciative   Falls - Slips   F.2. After carbail vision entering leasing the pack age car   Falls - Slips   F.8. Maintains unobstructed egress   F.10. Cames packages with unobstructed forward view   Falls - Slips   F.10. Cames packages with unobstructed forward view   F.11. Z   Z   Z   Z   Z   Z   Z   Z   Z   Z	Test Acres Supervisor  Entervisite Pod   Entervi

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DATE / TIME

OPERATION:

OBSERVERS NAME (b) (6), (b)

# Day 18 or 19 - Center Qualification - Overview

### AM - Prior to Employee Start Time

Follow up with Preload supervisor or look at DMS, in PAS sites only, for appropriate stop count (range between 8.00 and 8.50 hours)

### Inside AM

 Review Global Timecard System (GTS)report and other center reports, and record results of all elements in the "Service Provider Trainee Progress Review"

### On-Road

- Communicate with Service Provider via DIAD and phone, as necessary
- Manager completes certification ride using 33 pt. OJS checklist
  - Attach OJS Checklist to the Training Profile

Complete and Review the "New Service Provider Trainee Progress Review" form.

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### Day 20 - Center Qualification - Overview

### AM - Prior to Employee Start Time

- Follow up with preload supervisor or look at DMS, in PAS sites only, for appropriate stop count (range between 8.00 and 8.50 hours)

### Inside AM

 Review Global Timecard System (GTS)report and other center reports, and record results of all elements in the "Service Provider Trainee Progress Review"

### On-Road

- The service provider completes a final ride and verifies that the service provider has made acceptable progress in all areas
- Complete the Space & Visibility Review form
- Complete the Safe Work Methods Review form
- Complete the Seniority Approval form
- The completed Service Provider Training Profile should be reviewed immediately with the center business manager for approval and documented with appropriate signatures.
- The completed Service Provider Training Profile must be maintained. Follow your district's guidelines for compliance.

Complete and Review the "New Service Provider Trainee Progress Review" form.

e co			and the second	
	United Parcel Service	Service F		New Driver Training V
	LIDS	Record Of S	afety Ric	
	(b) (6), (b) (7)(C)	(h)	(6), (l	Crash Follow-up (enter crash date)
	Date Of Observation	(D)		
	Drive (b) (6) (b) (7)(C)		Co	ense Ex(b) (6), (b) (7)(C)  DOT Expiration
	Observer: (b) (6), (b) (7)(C)			ion Time From;To;
	Ride Start nine.	D	SHIDHStra	1011 11116 11011 101 101 101 101 101 101
	/			
	Instructions: Enter "Y" or "N" in the check box as appropriate to	r each stateme	nt. A minir	rum of three observations for each statement must be made in those areas with
	three check boxes. If not observed, review with employee and e	nter "R" in the c	heck box.	
	PRE-TRIP INSPECTION OF VEHICLE			OUR EYES MOVING (Continued)
	1Looks for leakage of coolants, fuel, lubricants			Intersections
	2.Checks all tires, marker lights, doors, glass, mirrors, reflectors		199	1.Heeds all traffic signs
	3.Checks horn, windshield wipers, gauges, steering, defrosters, fuel		5 3 5	2.Approaches intersections prepared to stop
	4.Checks brake action and hand brake adjustments	,	5 5 5	43.Checks left, right, left at all intersections
	5.Checks emergency warning devices, fire extinguisher, U6350	*	1	4.Checks mirrors while approaching intersection
	6.Checks rear vision camera/monitor and reverse lights		4 5 8	5.Stops behind stop line or cross-walk
	7.Checks turn signals, headlights, emergency flashers	*		6. In neutral, emergency brake on at stop light (manual)
	8.Checks for hazardous materials poster, Emergency Response Guid	ie	80 30 5	7. Foot on brake, emergency brake on at stop light (automatic)
	9.Checks seatbelt, DOT number, reviews and signs DVIR		2 2 4	8.Counts one, two, three after vehicle ahead moves
	10.Adjusts mirrors at Mirror Station prior to leaving			9.Handles stale green lights and point of decision
			200	0.Scans steering wheels of parked vehicles
	ENGINE, CLUTCH AND TRANSMISSION	man de la	5 0 5	51. When stopped to turn direction, maintains steer axle straight
	11.Buckles belt, starts engine			
. (	12. Uses clutch properly, shift gears smoothly in sequence		LEAVE	OURSELF AN OUT - Be Prepared. Expect the unexpected  2 Leaves other vehicle sufficient space
Υ.	13. Refrains from over revving and / or rolling back	A	471	2. Leaves other vehicle sufficient space
_	and the second s			3.M aintains 4 - 6 seonds following time in speeds<30 mph
	AIM HIGH IN STEERING - Find a safe path well ahe	ad		54.M aintains 6 - 8 seconds following time in speeds>30 mph
	Looks ahead in travel path			55.Allows for space on all sides of vehicle 56.When starting up at an intersection looks left, right, left
	5 15. Centers vehicle in traffic lane at all times	<b>√</b>	1	57. Uses path of least resistance
	6. Hands properly positioned on steering wheel	- 4		88.Adjusts speed to varying road, weather and traffic conditions
	18. Maintains eight to twelve seconds of eye lead	1 time		Backing
	Turning		-	9. A voids all unnecessary backing including residential driveways
	9. Checks traffic and turns when path is clear			0.If necessary, back first
	\$20.Makes smooth, safe turns, and centered in traffic lane		-	5.1.Checks rear immediately before backing
	21.Squares corners - does not cut short, turns lane to lane		Him Grantyand	32. Taps horn continuously when backing
	22.Avoids shifting on turns		Particular Street	3.Looks back as well as checking mirrors and monitor
•	23.Applies "right turn on red" correctly		5/5/5/	34.Backs to driver's side
	L		25/2	35.If in doubt or conditions have changed, driver gets out and looks
	GET THE BIG PICTURE - Stay back and see it all		2 2 6	6.Backs at a controlled speed
	24.In city or residential traffic, looks one block ahead			37.Uses monitor and volume of rearview camera
	25.In city traffic, looks building line to building line	<b>X</b> .	1 52 19	88.Recognizes doubtful situations
	26.On highway or rural roads, looks fence line to fence line			
	27.On highway or rural roads, looks one-half mile ahead			URE THEY SEE YOU - Don't Gamble. Use horn, lights and signals
	28. Uses proper space cushion to avoid sudden stops			9.Establishes eye to eye contact
	29.Adjusts to changing traffic conditions			0. Uses horn properly
	30. Does not tailg ate, maintains proper space cushion			71Upon return to car, scans area around vehicle
	3 1.ldentifies "billboards" and adjusts to traffic conditions			2. Checks in front, under, and behind the vehicle
	\$ \$ 32. Passes with sufficient and clear space ahead			3.Rechecks if conditions have changed
	33.When stopped in traffic, leaves one car lengt	n -/	974	4. Signals lane changes well in advance
	KEEP, YOUR EYES MOVING - Scan, don't stare	ж.		75.Dims headlights for oncoming traffic r Signals intention well in advance
	34.Driver stays alert	*	Constitution in	Stopping
	35.Does not stare, disposes of eye-holding problems			7. Alerts traffic to rear when stopping, comes to a full stop
	36.Moves eyes using the triangular method		المتعمل	78.Uses four-ways as prescribed by DOT, parks close to curb
	37.Checks mirrors every 5 to 8 seconds			79.When pulling from curb, looks over left shoulder
	Railroad Grade Crossings	J .		30.Checks mirrors and pulls mirrors in when stopped
	38. Approaches prepared to stop, foot covering brake	<b>A</b> .		
	39.Clears crossing by looking left, right, left in advance		PQST T	RIP
X	40. Selects proper gear prior to crossing at a safe speed			ks exterior - tires, all lights, doors, glass, mirrors, reflectors
.,			44	eks horn, windshield wipers, gauges, steering, defrosters, fuel
	Service Provider knows the 5 Seeing Habits: Y 🗸	N	Harrier Harris	ks brake action and hand brake adjustments
	Service Provider knows the 10 Point Commentary:	Y.V	84.Che	ks vehicle for damage, signs DVIR
	Driver Drill completed: Y _ V N	•		,
	and the second	(h) (6)	PiSY I 2WS	The UPS Distracted Driving Procedure: Y _ V N
	Instructions Given (by number):	" Land		thouts markey colile as sure on them
	Indonsorhous Manys Ch	' T	en nastran dis	is how no long to the four you when
	Marine was a series of a series of a series of a	10 mm	سنرسی	The second of th
	Soules Double			to the se the dank the West harton
	Service Providers Commitments:			to make the the commence of the second to the contract of
	man Alice a dato alexy & a	and I de	10000	en en el de la
	dead descent a very and the	and the same of th	-	grid to the state when what is present that the

Service Provi	/
IDS Hecord or Sale work	K Methods New Driver Training Periodic Driver Training
	TAW First Day (enter date)
Review driver's entire injury history with the driver.	LT Injury Follow-up (enter injury date)
Driver reminded of injury reporting procedures. Report immediately. Nun	nber of Injuries RPP Training (enter injury date)
<b>→</b>	On-line reporting
Job Set Up	<del>-4-</del>
1. Dresses to control body heat	Pushing and Pulling
	23. Driver can explain & demonstrate the Power Zone for pushing and pulling
3. Stretches prior to job start	-Body aligned with direction of motion;
4. Drinks water throughout the day	-Hands in front of body from near waist level up to the armpits
5. Arrives early and gets organized 6. Concentrates on the tasks at-hand and avoids distractions	24. Keeps the work in front of them, within their Power Zone 25. Pulls the carry aid over curbs, up steps and around corners
7. Has the employee been trained in job methods?	26. Pushes the carry aid over level surfaces
8. Has appropriate equipment to complete their job	
Safety Tip:" Preparation for the workday prevents injuries"	prior to sitting in their seat to eliminate end range motion
	28. Squares shoulders to shelf when moving packages to select area
Lifting and Lowering	29. Slides, walks or rolls heavy, less portable objects
9. Driver can explain & demonstrate the Power Zone for lifting and lowering	30. Controls the momentum of the object when on an incline
-Range of motion that provides maximum strength	Safety Tip: "Think Power Zone. Align your body with
-Close to body; lifting range from mid thigh to armpits	direction of movement"
Eight Keys To Lifting And Lowering	Powered Equipment
10-1. Gets close to the object—works within Power Zone	31. Uses pedestrian door when entering and exiting facility  32. Uses safest and most direct walk path when going to from the
in front of the other	vehicle when parked
10-3. Bends at the knees - keep the natural curve of the back	33. Establishes eye contact with operator of powered equipment
10-4. Tests the object for weight and shifting contents	34. Crosses street from rear of vehicle
10-5. Gets a firm grip and grasp opposite corners	35. Clears the walk path by looking left, right, left
10-6. Lifts with a smooth, steady motion—doesn't jerk	
10-7. Moves feet-step or pivot—doesn't twist	Safety Tip:" Be aware of surroundings. If it can move, it will"
10-8. Uses the existing equipment or facilities to assist	Disc. For The Universaled
in lifting and lowering	Plan For The Unexpected
الرسو المنطقة 11. Uses handcarts for large loads to avoid excess lifting and multiple trips to from their pickup and delivery location	37. Has a set routine 38. Utilizes the designated walk path
12. Loads carry aid outside of vehicle	39. Stacks packages securely with bottoms fully supported
13. Leverages heavy packages when entering / exiting vehicle	40. Faces their work (30-45 degree angle)
14. Positions their body to avoid end range motions	5 41. Opens doors cautiously
Safety Tip: "Never get caught in the double play"	42. Ensures highlight tape is on all six sides of over 70 lb packages
	43. Keeps bulkhead door closed
Slips and Falls	44. Carry aid is secured inside the cargo area
Five Keys To Prevent Slips And Falls	45. Tilts packages up and back before selecting from shelves
5 9 15-1, Walks at a brisk pace—does not run	46. Is aware of surroundings at customer locations
5.2. Establishes firm footing to maintain balance 15.3. Does not walk on rollers, chutes, slides or unsecured bett	Employee Can:  47. Explain the location of emergency equipment shutoff
15-4. Looks before stepping—scans work area	48. Explain the location of the nearest eyewash / shower
15-5. Makes adjustments based on changing conditions	49. Identify the location of Emergency Evacuation Plan
16. Parks to avoid slip and fall hazards	50, Explain the location of the nearest exit
17. Only uses driver side door for small or no package stop and	51. Identify their emergency evacuation assembly area
when free of vehicle traffic	52. Identify their non-evacuation assembly area
16. Uses hardrait when entering and exiting	33. Describe now riey are nottined of the need to evacuate
5 5 5 19. If necessary, packages are placed on the cab floor before exiting	54. Demonstrate proper conveyor securing
20. Packages are placed on cargo floor when making rear door delivery	Hazardous / Dangerous Goods  55. Understands procedures involving a damaged/leaking package
22. Uses efficient and safe walk path.	56. Understands procedures involving a damaged/leaking package
Safety Tip: "Maintain a stance that puts you in control"	57. Knows how to load hazardous material shipments
	58. Knows procedure for hazardous materials shipping papers
	Safety Tip: "If it can happen, it will"
Service Provider can explain and demonstrate the 8 Key	sTo Lifting And Lowering: Yes_√ No
Service Provider can explain and demonstrate the 5 Key	s To Prevent Slips And Falls:Yes _√ No
landon de la companya	(b) (6), (b) (7)(C)
Instructions Given (by numbe	today dans to an der
the state of the s	
(b) (6), (b) (7)(C)	- Note that the second of the
(b) (6), (b)	All on the total and the
Service Provider Commitments	is look downer of a process
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with the wife of the ord on which	(DVAVDVAVA)
Driver's Signature:	(b) (6), (b) (7)(C)
Observer's Signature: (b) (6), (b) (7)(C)	(b) (6), (b) (7)(C)
Business Manager's Signature: (b) (6). (b)	(7)(C) (b) (6), (b) (7)(C) (7)
Revised 2013.02.28	
Confidential Information - Internal Use Only	Version: 2014_08_25-001
© Copyright 2014 UPS, Inc. All rights reserved.	82 of 89



### United Parcel Service Record of Safety Ride Addendum Form

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	(b) (6), (b) (7)(C)
	(b) (6), (b) (7)(C)
Driver's Sig	nature:
	(b) (6) (0) (7) (C) (b) (6), (b) (7)(C)
Observer's	Signature: (b) (6), (b) (7)(C) (b) (6), (b) (7)(C)
	lanager's Signature: (b) (6), (b) (7)(C)
<b>Business M</b>	anager's Signature: (b) (c), (c) (c), (c) (c), (c), (c), (c),



### United Parcel Service Record of Safety Ride Addendum Form

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Driver's Sig	nature:
Observer's	Signature: (b) (6), (b) (7)(C) (b) (6), (b) (7)(C)
Business M	(b) (6) (b) (7) (C)

# Backing Crash Avoidance OJS

Properly adjusts the Bright/Contrast setting Driver listens for the audio function of the camera sys, when to Driver inspects both mirrors for proper position  Planned number of BACKS	<u></u>	eplacement for existing backing methods does not detect overhead objects
Date (b) (6), (b) (7)(C)  Oriver (b) (6), (b) (7)(C)  Observation Tallies - Stroke	Center Trainer  Count Occurrences - Give Appreciative	(b) (6), (b) (7)(C) (b) (6), (b) (7)(C)  e and Constructive Feedback
Drivers Side Backs	Straight Backs  Notes:	Blind Side Backs
Cleared High-Low-Protrusions	Unnecessary Backs	Sounds Horn
Notes: Print Driver Name	Notes:  (C)  Driver Sign Date	Notes: (b) (6), (b) (7)(C) (b) (6), (b) (7)(C)
Print Trainer Name (b) (6), (b) (	b) (7)(C)  Date (b) (6)	(b) (6), (b) (7)(C) (c) (d) (d) (d) (e) (d) (e) (e) (e) (f) (f) (f) (f) (f) (f) (f) (f) (f) (f
Frainer Instructions to Driver:		

United Parcel Service	DRILL DRIVE WORKSHEET (Package Vehicles)  New Driver Training Periodic Driver Training Crash Follow-up
Date of Observation: (b) (6), (b) (7)(C)  Driver: (b) (6), (b) (7)(C)  Observer: (b) (6), (b) (7)(C)	Employee ID Number: (b) (6), (b) (7)(C)  License Expiration: (b) (6), (b) (7)(C)  SLIC #:
Drill Drive Location: ☑ On Road ☐ On Prop	perty
☑ Drill Drive No. 1	☐ Drill Drive No. 2 ☐ Drill Drive No. 3  Stroke count on lines below:
, and the second se	Eye Lead Time: Reference Point
-	Following Time: In Seconds
Left Intersection: Hazard or Clear?	Right Intersection: Hazard or Clear?
	Traffic Lights: Fresh or Stale? Point of Decision?
Left Curb: Motorists & Pe	- 1 100×11
Left Mirror: Hazard or Clear?	Right Mirror: Hazard or Clear?
	Speed Limit 1

### Instructions:

The Driver Drill is to be completed in 2 minutes. The observer should record eye movements of the driver by stroke counting potential hazards in changing traffic situations. The goal of Defensive Driving is to move eyes to front every 2 seconds and to the rear every 5-8 seconds, or over a 2 minute time span to have 30 eye movements to the front and 15 to the rear. This is done by using the Triangle Viewing Habit. The Drill Points that are to be observed are: Eye Lead Time by Reference Point, Following Time In Seconds, Left and Right Intersections, Traffic Lights, Motorists and Pedestrians, and Mirrors. (Drill Drives completed on property will have reduced elements for observation.)

### Count the number of eye movements above and record below:

			Front			Re	ar	
	Eye Lead Time	Following Time	Intersections	Traffic Lights	Motorists & Pedestrians	Mirrors	Speed	Total Eye Movements
Drill #1	8	8	9	٠ ح	7	8	0	25
Drill #2	7	9	10	N	12	10	2	56
Drill #3		(6)	, (b) (	7)(0	C)——			(6), (b) (7)(C)
river Signat oserver Sig anager Sign	nature (b	) (6), o) (6)	(b) (7)(d , (b) (7	C) ()(C)			Date:	(6), (b) (7)(C)

# Intersection Crash Avoidance Certification

YELL at every Intersection!

Date: (6), (b)Driver:

Center:

(b) (6), (b) (7)(C)

Driver Has	Supervisor
Knowledge	Clarifies
Yes or No	Yes or No

# Knowledge Review: Rules of Intersection

Rule 1:

Yield the right of way.

Indicators

Allow on-coming traffic to clear before turning

If turning left, make sure you have adequate time to complete the turn safely.

Watch for turning vehicles at intersections that may obscure oncoming traffic behind them.

Never overtake or pass other vehicles in an intersection and never assume you have the right-of-way.

Rule 2:

Expect the unexpected.

Indicators

Move through the intersection at a speed that will allow you to stop if necessary.

Anticipate unexpected stops by the vehicle in front of you.

Count 1,2,3 after the car in front has begun to move.

Rule 3:

Look left, right, left.

Indicators

Keep your eyes moving. Look left, right, and left again before proceeding through the intersection.

When approaching an intersection with a traffic light, determine your "decision point" an imaginary distance from the intersection that is determined by traffic and road conditions.

Rule 4:

Leave yourself an out.

Indicators

Prior to entering intersection, check your mirrors for activity behind you.

Adjust your vehicle's speed in relation to traffic, road, and visibility conditions.

Leave 1 car length in front when at a stop.

Clarine in Trace-lain

Reviewed Yes or No	Trainers Review of "Critical Intersection Items"
1/	Make Adjustments for Inclement Weather.
Lox	A. Anticipate other vehicles not being able to stop at intersections.
8/25	B. Brake early to avoid sliding into crosswalks.
8-5	2. Avoid Distracted Driving.
8/15	A. Never use your cell phone while driving.
400	B. Never look at IAD while driving.
2/15	3. Always Scan / Scan in Scan
410	B. Ensure you c no before ion.
	(b) (b) (7)(C)
	(b) (d), (b) (7)(C) (b) (6), (b) (7)(C)
Trainer:	Signature: Driver Signature:
	Date: Date:

Manager Signature:

Date:



INJURY/ACCIDENT
REVIEW
(b) (6), (b) (7)(C)

There are no accidents reported!

There are no injuries reported!

SWM Drivers License Safe Drive Date: 2016 Expiration: 2019 Years: 0

Date: DOT Award Date: 2016 Expiration: 2018 Date: NONE

Hire Date: (b) (6), (b) (7)(C)
(b) (6), (b) (7)(C)
(b) (6), (b) (7)(C)
(b) (6), (b) (7)(C)

# Day 20 - Center Qualification - Reviews & Approvals

Service Provider Trainee Name:

Hire Date:

Center Name/SLIC:

(b) (6), (b) (7)(C)

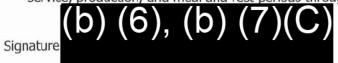
(b) (6), (b) (7)(C)

(b) (6), (b) (7)(C)

Business Manager

Reviewed training packet for overall completeness.

 Validates employee can demonstrate proper methods and performance levels related to safety, service, production, and meal and rest periods through OJS ride.



### Human Resources Area Operations Manager

- Trainer has performed all Safe Work Methods Reviews, Space and Visibility Reviews, Safety Reviews.
- Employee has no injuries or auto crashes.
- Reviewed training packet for overall completeness.
- Completed/Verified Human Resources Training Profile Audit.

(b) (6), (b) (7)(C)

Date _ 2017

Signature

# Package Division Manager

Reviewed training packet for overall completeness.

 Validates employee has demonstrated proper methods and performance levels related to safety, service, production, and meal and rest periods through documented performance.

(b) (6), (b) (7)(C)
Signature

(b) (6), (b) (7)(C)

Date

### Engineering Manager

Employee worked in an agreed upon training area.

 Employee demonstrated the ability to meet expected performance levels established for the specific training area (production, send agains, missed, miles).

Employee met or exceeded district goals in service quality elements.

Employee had acceptable attendance.

Business manager rides have been performed.
 (b) (6), (b) (7)(C)

Signature

onfidential Information - Internal Use Only

Date _ (b) (6), (b) (7)(C)

# **Human Resources Training Profile Audit**

Review the training profile to determine if the training was comprehensive and if progress was reviewed as outlined, with appropriate feedback and signatures.

Review the Driver Qualification File (DQF) for completeness and Accuracy.

**Driver Qualification File - DQF** 

Item	Completion	Date	Notes
Application	⊠Yes □No		
Road Test	to√es □No		
Background Check	⊠Yes □No		
MEC	ØYes □No		
MVR	VZYes □No		
MVDC	DYes □No		
Driver Consent Release	©wes □No		

DQF - Additional information

Training Profile			
Item		Completion	Notes
	In C	lass Qualification	
Prequalification Checklist	3 – 5	□¥€s □No	
Criteria: Is the chec	cklist com	pletely filled out?	Approximation of the control of the
In Class Documentation	2 – 29	Pres □No	
Criteria: Are all cert	tifications	and in-class observations com	plete?
	In Ce	nter Qualification	
Progress Review Chart	7 – 8		
Documentation		. BYes □No	
Criteria: Is the char	t complet	ely filled out for the training p	eriod?
Graduated Workload		D#es □No	
Pickup Methods (Acceptable) DIAD Recording Skills (Acceptable) SPORH Planned Day Paid Day Over/Under Allowed			
Reviewed		ZYes □No	
Criteria: Does each Employee Initia Trainer Initia	als	driver and management initia	ls?
Days 1 – 5	30 – 47	eYes □No	
	ifications,	observations or audits comple	ete?
Days 6 – 10	48 – 62		
Criteria: Are all cert	ifications,	observations or audits comple	ete?
Days 11 – 15	63 – 75	ØYes □No	
Criteria: Are all cert	ifications,	observations or audits comple	ete?
Days 16 – 20	76 – 84	ØYes □No	
Criteria: Are all cert	ifications,	observations or audits comple	ete?
Center Qualification	84		
Criteria: Are all app	roval sign	atur¢s present?	
Business Manager		dYes □No	
Human Resources		☐ Pres □ No	
Division Manager		□Yes □No	
Engineering Manager		□Yes □No	

Training	Profile –	Addition	al inform	nation		
			12 - 2000 ² - 1		- 1000 Marie - 100	 
			ME 444			, 2000a

# NEW SERVICE PROVIDER TRAINING PROFILE U.S. Domestic Only Additional notes:

Version: 2014_08_25-001

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# Service Provider Trainee Contact References Lead Instructor Name: Lead Instructor Phone Number: Center Name: Center Phone Number: Center Supervisor Name: Center Supervisor Phone Number: Center Manager Name: Center Manager Phone Number: Security Contact Name: Security Hotline Phone Number:

4300 E. 68th Street Cleveland, Ohio 44105 1-800-742-5877



# (b) (6), (b) (7)(C) 2021

(b) (6), (b) (7)(C)

Teamsters Union Local No. 92 1127 Ninth St. SW Canton, Ohio 44706

Dear (b) (8), (b) (7)(C)

This letter is in regard to (b) (6), (b) (7)(C), (b) (6), (b) (7)(C) in our New Philadelphia facility.

On (b) (6), (b) (7)(C) 2021, was discharged. Our actions are in accordance with Article 17, Item (a) of the Central Region Supplemental Agreement to the National Master United Parcel Service Agreement.

Effective (b) (6), (b) (7)(C), 2021, (b) (6), (b) (7)(C) has been removed from our seniority

Sincerely,

(b) (6), (b) (7)(C)



nc

(b) (6), (b) (7)(C)

(b) (6), (b) (7)(C) (b) (6), (b) (7)(C) (b) (6), (b) (7)(C)



```
Time Stopped out Airport Between 11 + 15 minutes
             A/W-16
    4-
             21 - Canton 22:29 (50.55 MIN) A: (20:46-31.91m)
     W-
              1-Airport-Pulled outside - 20:57 (33.52 min)
   8 W-
           (b) (6), (b) (7)(C) (21:40 - 56 MIN)
   8 W =
             21-N/A
   8 W-
              1 - Did not Punch in or out
              21- (b) (6), (b) (7)(C) A (21:28-55.32 MIN)
  7.95 W-
   8 2-
              1-N/A
   8,32
              21-(b)(6),(b)(7)(C)-A(21:31-57,2 MIn)
              21 - Wooster-(22:01 - 114.28 Min)
7.99 W-
 8 W-
              21 - Contun- (22:19-41.75 MIN)
             21 - (b) (6), (b) (7)(C) (22:33-11,2 MID)
 8 W-
  8 W
              21-NA
              21- (b) (6), (b) (7)(C) (22:22 - 17.27 MIN)
 8 W -
             21-N/A
 View LOUR PICK
             21-N/A
      W-
             21 NIA
      w-
        (b) (6). (b) (7)(C)
               a) - Canton (22:10 - 41.8 Minutes)
           21 - N/A
      U-
               121- A1:30 (21:30- 47,135 Min)
     W
```



UPS Canton Facility 4850 Navarre Rd. SW Canton, OH 44706

### (b) (6), (b) (7)(C)

**UPS Security** 

To: File

Re: (b) (6), (b) (7)(C)

Allegation:

### UPS Security interview with (b) (6), (b) (7)(C):

UPS Security started the interview by asking (b) (6), (b) (7)(C) does (c) (c) (does (d

Hours Paid	Employee W/DNW	Date	Comments/ Activity	Time	Minutes Stopped	Break or lunch recorded	Driver Comment
8	w	(b) (6). (b) 2021	N/A			None	
8	w	2021		20:46	31.91 Minutes	None	
		(b) (5) (b)	Canton	22:59	50.55 minutes	None	
8	w	(b) (6), (b) 2021	Airport/ Pulled around to front	20:57	33.52 Minutes	None	- non sh
8	w	(b) (6), (b) (- 2021	(b) (6), (b) (7)(C)	21:40	56-Minutes -	None	
8	w	2021	N/A			None	
8	w	2021	Did not punch into a DIAD	4			
7.95	w	2021		21:28	55.32 Minutes	None	
8	w	2021	N/A			None	N .
8.03	w	2021	(b) (6), (b) (7)(C)	21:31	57.2 Minutes	None	
7.97	w	2021	Wooster - The Wood	22:01	114.28 Minutes	None	Samp Truck
8	w	2021		22:19	41.75 Minutes	None	
8	w	2021	(b) (6). (b) (7)(C)	22:33	11.2 Minutes	None	
8	w	2021	N/A 9 Oxeo	le		None	
- 8	w	2021	(b) (6), (b) (7)(C)	22:22	17.27 Minutes	None	

Average time spent at the airport 11 to 15 Minutes Hours Paid Employee W/DNW Date Comments/ Activity Time Driver Comment Minutes Stopped Break or lunch recorded (b) (6), (b) (7)(C 2021 21:30 47.13 Minutes - 8-00 - 30 minutes 2021 N/A 2021 Canton. 22:10 41.8 Minutes - 9,000 - 30 min will 2021 N/A None 2021 N/A None 2021 N/A None 2021 DNW N/A None

- Importance of correctly recording Time? > - Y - Have you Ever recorded a break or lunch? 20 Break 30 Lunch

- How much +Inte are you alotted for-Lunch?

- Do you Always record breaks - (Told not 40) -

- Tell me oust 10 days - lack of breaks

-9117 CELICK FILA EXPLAIN

- Wooster

- middle burg

-wooster - Akron Canton

Time cord Descre

- Not reporting lunch - 1815

- Panched in 8 half - 215

- Shours

- Path to gaterias

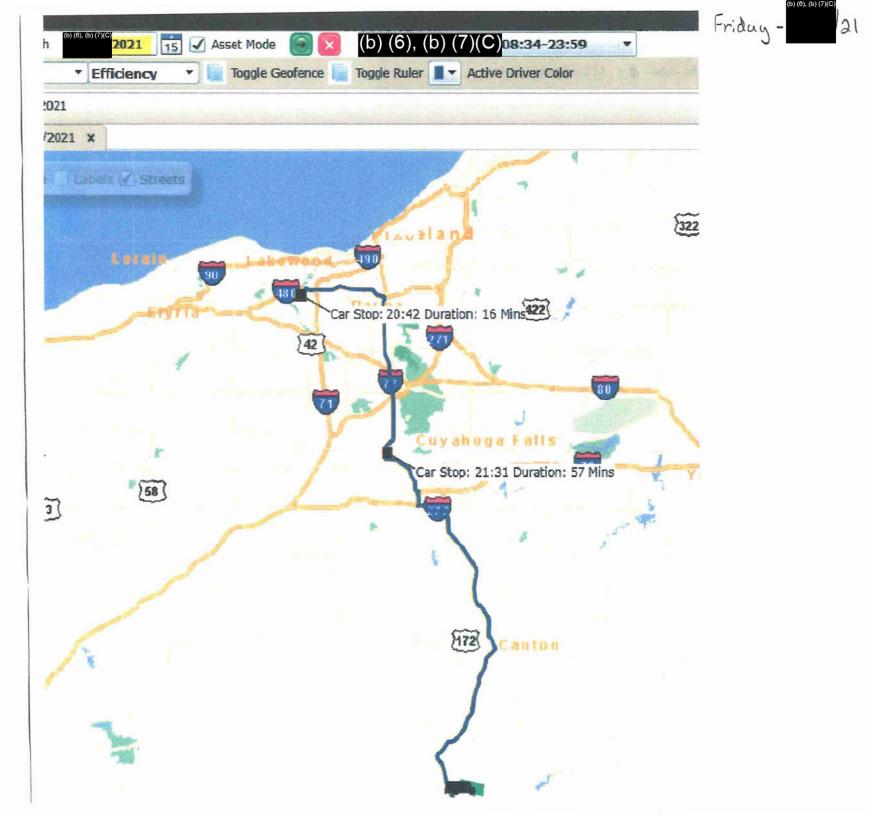
- 7.50 - Guarentee

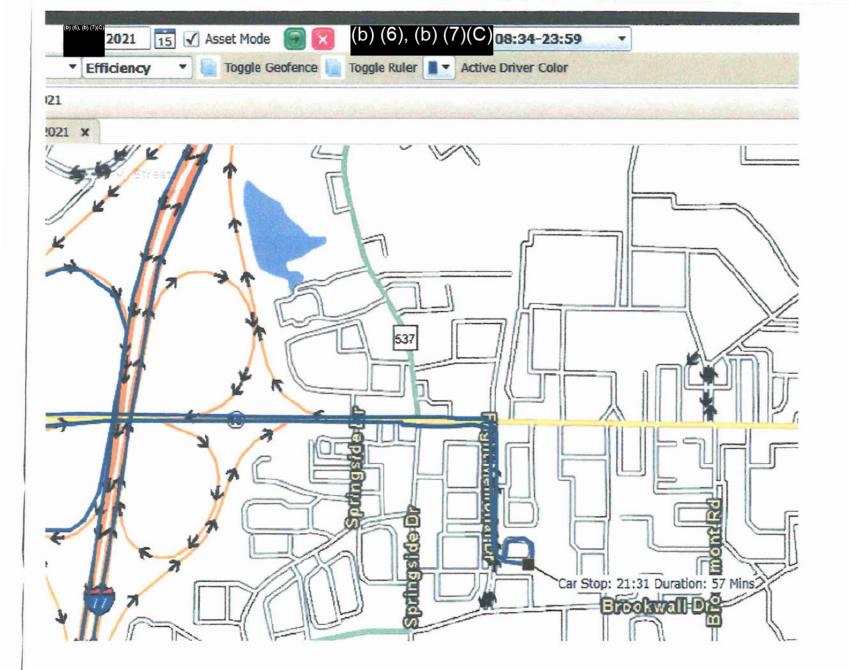
- 17A -

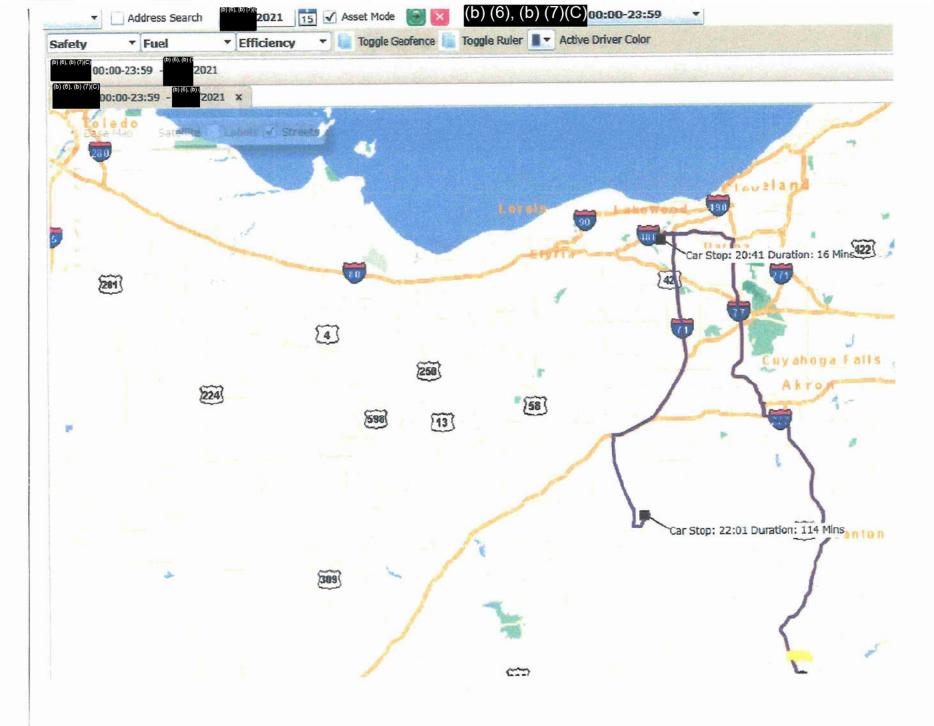
Hours Paid	Employee W/DNW	Date (b) (6), (b) (	Comments/ Activity	Time	Minutes Stopped	Break or lunch recorded	Driver Comment
8 ~	W	2021	N/A			None	
8 -	w	2021	Airport/ Pulled around to front	20:46	31.91 Minutes	None	
			Canton	22:59	50.55 minutes	None	
8 ~	W	2021	Airport/ Pulled around to front	20:57	33.52 Minutes	None	
8 _	w	2021	(b) (6), (b) (7)(C)	21:40	56 Minutes	None	
8 _	w	2021	N/A			None	
8 -	W	2021	Did not punch into a DIAD				
7.95	W	2021		21:28	55.32 Minutes	None	
8	w	2021	N/A			None	
8.03	w	2021	(b) (8), (b) (7)(C)	21:31	57.2 Minutes	None	
7.97	w	2021	Wooster	22:01	114.28 Minutes -	None	
8	w	2021	Canton -	22:19	41.75 Minutes	None	
8	w	2021	(b) (6), (b) (7)(C)	22:33	11.2 Minutes	None	
8	w	2021				None	
8	W	2021	(b) (6), (b) (7)(C)	22:22	17.27 Minutes	None	

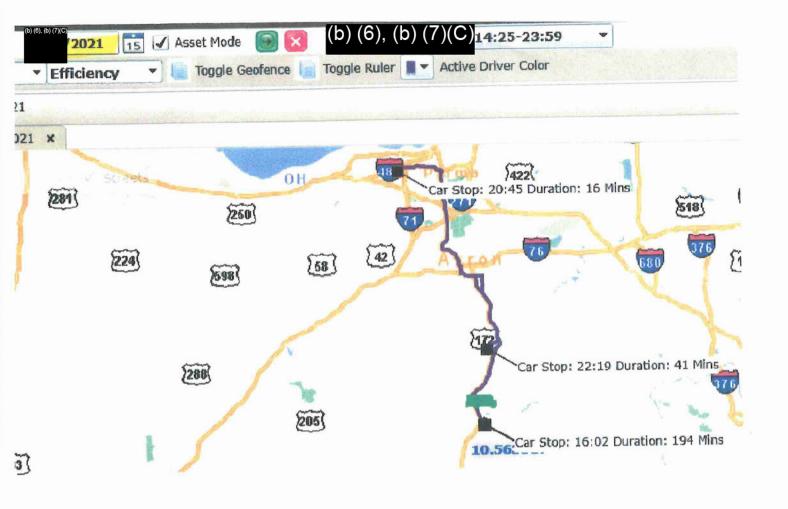
Average time spent at the airport 11 to 15 Minutes (b)(6),(b)(7) 21 2021

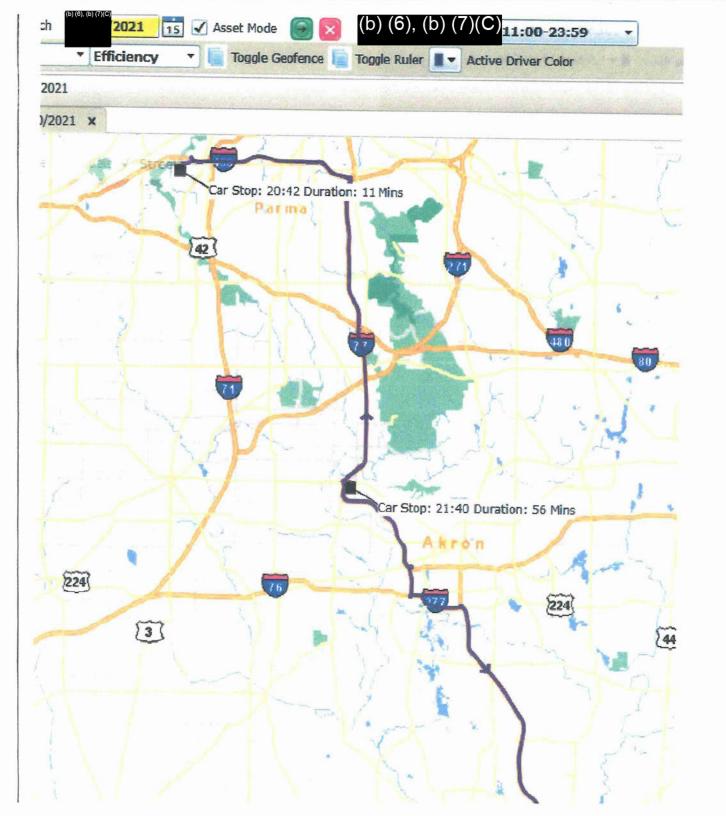
Hours Paid	Employee W/DNW	Date (b) (6) (b) (c	Comments/ Activity	Time	Minutes Stopped	Break or lunch recorded	Driver Comment
	w	/2021	(b) (6), (b) (7)(C)	21:30	47.13 Minutes	None	
	w	/2021	N/A			None	
	w	/2021	Canton	22:10	41.8 Minutes	None	
	w	2021	N/A			None	
	w	2021	N/A			None	
	w	2021	N/A			None	
	DNW	2021	N/A			None	

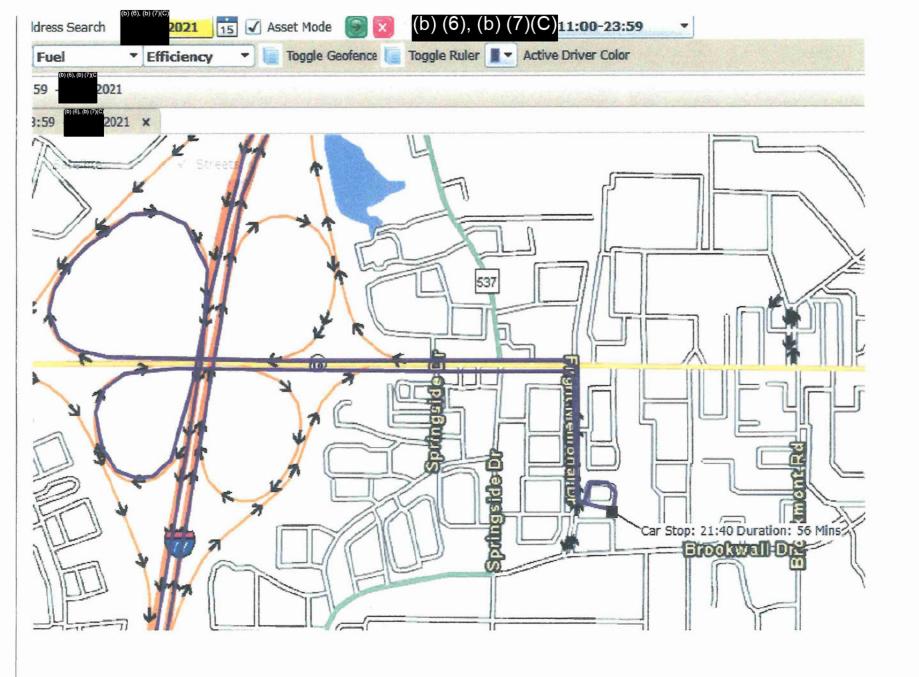




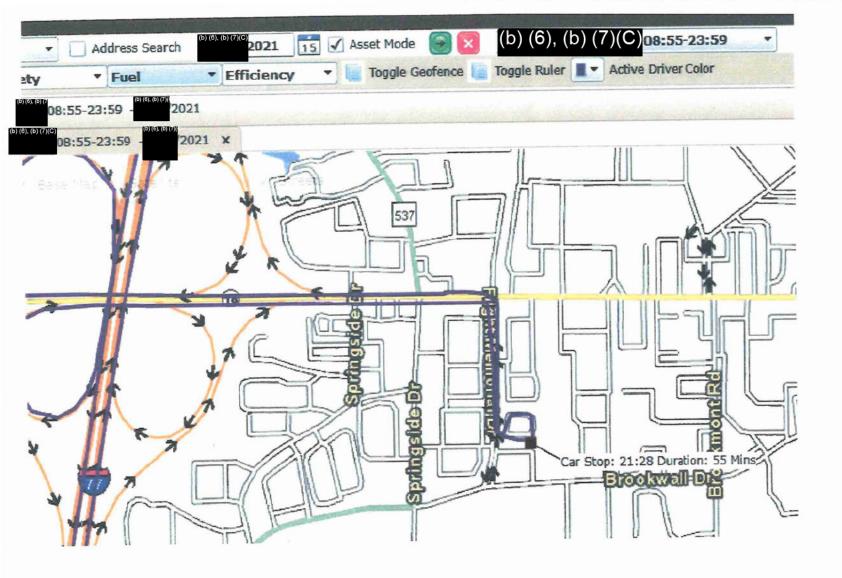


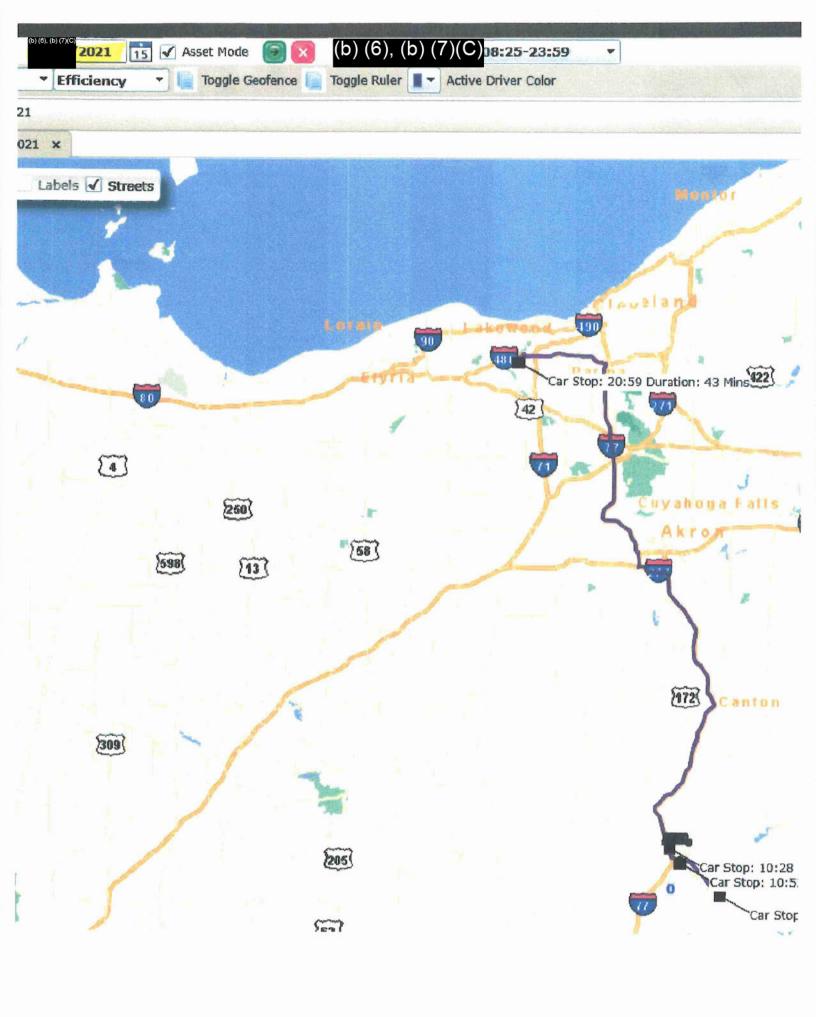


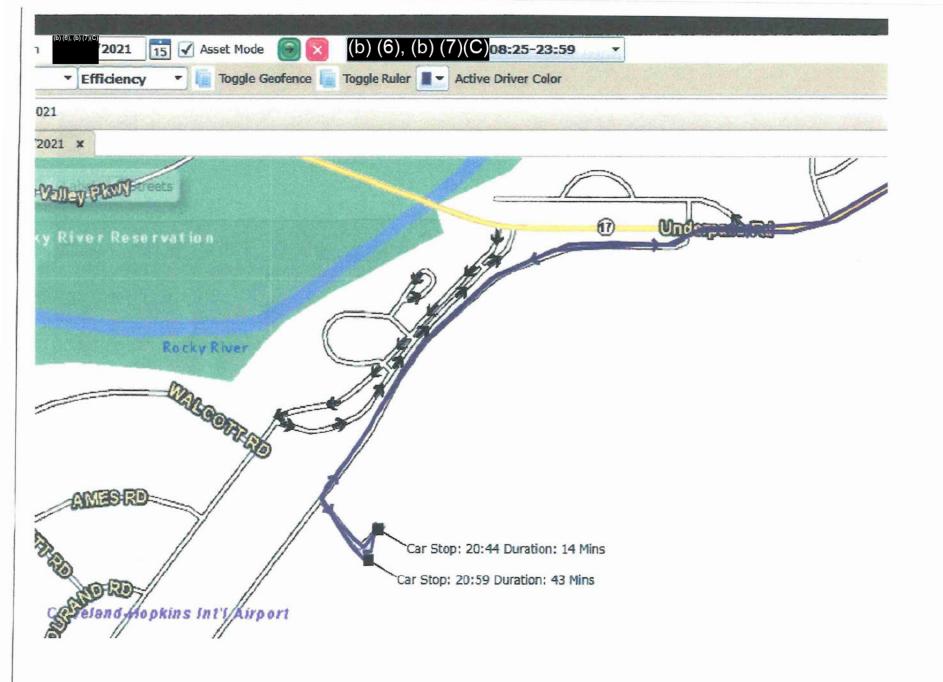


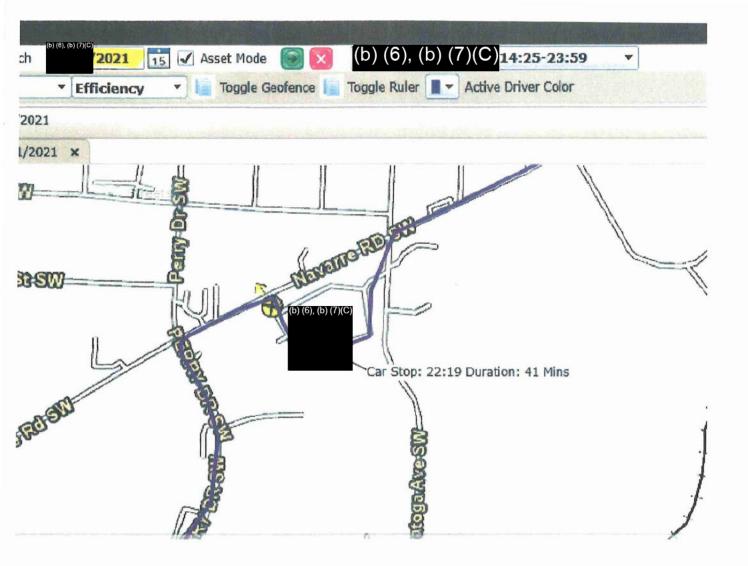












EMPLOYEE ID (b) (6). (b) (7)(C EMPLOYEE NAME SLIC SUP GRP OJS NAME ROUTE ID (b) (6), (b) (7)(C) (b) (6), (b REPORTED SCH START ST SORT FIN SORT ST LOC SORT FIN LOC SORT FIN WORK TRIP TIME OUT BREAK DOWN No. Lv Bldg Rt Bldg Wash Description Start Finish Code Time Lost OTHER WORK ACTIVITY OGLO Grp Start Finish OP Type Sort Code Description ලා විස්විත ල PKG 22:55 23:00 OFW OFW ShtlFW 058 CarWsh 23:00 02:15 PKG 058 VEHICLES INFORMATION Vehicle 1 Vehicle 2 Vehicle 3 Vehicle 4 Vehicle No. Finish Start Total Miles Shuttle Miles Pump1/Fuel Qty Pump2/Fuel Qty Oil Qty Trailer 1 Trailer 2 Trailer 3 Addin. Equip CP/UN DELIVERY INFORMATION MISSED PKG: SA CODCALL: PAID SA PKG: NET COD PKG: NET CALL PKG: PRE REC PKG: DBL TRP UNL: DBL TRP LOAD: SPK COM CALL: DATA TR STP: PAPER PKG: SWAP STAT: PICKUP INFORMATION <1430 PKG: PM RECV PKG: INS LTR STP: <1430 STP: LTR CTR PKG: PREPAID PKG: OUT LTR STP: ODS MIX STP: ODS TOT PKG: TOT PKG KEY: ODS AIR STP: PKGS SCN: MISSED STP: TOT NUM COP: HI VAL PKG: INTERNL PKG: SPECIAL COUNTS Count 1 Count 2 Count 3 Count 4 Count 5 AREAS DELIVERY PICKUP SPECIAL COUNTS Total DrvRel Loose Num Area

srvd

Туре

Trip

Pkgs

Stops Stops

Pkgs

Stops Trail

Pallet

EMPLOYEE ID (b) (6), (b) (7)(C)		), (b) (7)(C)	SLIC (b) (6), (b	9	SUP GRP	(	DJS NAME	(b)	A MODE	:	ROUTE (b) (5), (b) (7)(C	ID	Û	DATE 06.0000
REPORTED 18:16	SCH ST	ART	ST SORT		N SORT			ST LOC 00:00	SORT	FIN 00:	LOC SOF	RT.		FIN WORK 02:15
TRIP No. Lv Bldg	Rt Bl	dg Wash			TIME OUT Descript		Start	Fini	sh			BREAK DOW		Code
OTHER WORK A	CTIVITY													MARINA ANGELIA
Start 18:15 18:40 19:15 20:40 20:42 21:00	Finish 18:40 19:15 20:40 20:42 21:00 22:35	6 (6), (6)	OP T PKG PKG PKG PKG PKG	Гуре	So:	rt	St (b)(6	Grp		Code L02 OSW U92 OTA O94 O92		L02 OSW 092 OTA 094	Eripti LSSki ShtlS ScSht ShtlT ScASN ScSht	SW SL SA
VEHICLES INFO	ORMATION					-		and an annual contract of						
Vehicle No. Finish Start Total Miles Shuttle Miles		Vehicle 1 0)(6,0)(7) 209455 209281 174 174			Vehicle	2			icle 3			Vehicle 4	•	
Pump1/Fuel Q Pump2/Fuel Q Oil Qty Trailer 1 Trailer 2 Trailer 3	ty	2 /22 /0 0			/			/				<i>! !</i>		
Addin. Equip					/			/				<i></i>		
DELIVERY INFO MISSED PKG: NET CALL PKG SPK COM CALL	0 : 0	PRE	CODCALL; REC PKG: A TR STP:	0 0 0				GA PKG; RP UNL: PKG;	0			NET COD I DBL TRP I SWAP STAT	LOAD:	0 0
PICKUP INFOR PM RECV PKG: INS LTR STP: ODS AIR STP: MISSED STP:	0	OUT	0 STP: LTR STP: MIX STP: NUM COP:	0 0 0		**	<1430 PREPAI PKGS S HI VA	D PKG: CN:	0 0 0 0			LTR CTR I ODS TOT I TOT PKG I INTERNL I	PKG: KEY:	0 0 0
SPECIAL COUNT Count 1 0	Count 2	Count 3	And the state of t	Count 0	4	Count 0	t 5				Ma ************************************	AND THE RESIDENCE OF THE PERSON OF THE PERSO		
AREAS		DELIVERY			PICKUP					SPEC	IAL COU	NTS	***********	
Area srvd Type	Trip		DrvRel Stops		Pkgs	Stops	Loose Trail			A	В	C D		E

MPLOYEE ID		OYEE NAME (b) (7)(C)	SLIC (b) (6), (b	SUP GE	129	OJS NAM	E (	DAY COD	E R	OUTE ID (6), (0) (7)(C		DATE (b) (6). (b) (7)(6
EPORTED 8:07	SCH STA 18:00		r sort	FIN SORT			ST LOC 00:00	SORT	FIN LO 00:00	C SORT		FIN WORK 02:00
RIP				TIME	OUT					BREAK DO	WN	
lo. Lv Bldg	g Rt Blo	lg Wash		Desc	ription	Start	Fini	sh		Time Los	t	Code
THER WORK A	CTIVITY											
tart 8:00	Finish	SLIC (0)(6)(0)(7)	OP Typ	o e	Sort	S (D) (	up Grp		Code L02		cript.	
8:40	18:40 19:15		PKG PKG						OSW		Shtl	
9:15	20:40		PKG						092		ScSh	
0:40	20:42		PKG						ATO		Shtl:	
0:42 1:00	21:00		PKG						O94 O92		Scasi	
1:00	22:35		PKG						092	092	ScSh	. 1
EHICLES INF	ORMATION											
		Vehicle 1 (b)(6)(b)(7)		Vehi	dle 2		Veh	icle 3		Vehicle	4	
ehicle No. inish		209808										
tart		209634										
otal Miles		174										
huttle Mile		174			İ							
umpl/Fuel Q		2 /22		/			/			/,		
ump2/Fuel Q il Qtv	ir A	/0		/			/			/		
railer 1		U .										
railer 2							•					
railer 3												
ddin. Equip	CP/UN	/		/			/			/		
ELIVERY INF	ORMATION				1							
ISSED PKG:	0	SA CODO	CALL:	0			SA PKG:	0		NET COD		0
ET CALL PKG		PRE REC		0	100		RP UNL:	0		DBL TRP		0
PK COM CALL	·: 0	DATA TE	R STP:	0		PAPER	PKG;	0		SWAP STA	T:	0
ICKUP INFOR	MATION											
M RECV PKG:	-	<1430 5		0		<1430		0		LTR CTR		0
NS LTR STF:		OUT LTF		0			ID PKG:	0		ODS TOT		0
DS AIR STP: ISSED STP:	0	ODS MIX		0	ľ	PKGS	L PKG:	0		TOT PKG INTERNL		0
TOORD SIE!	· ·	IOI NOP	TOOF	v		11. 10.	11101			THIGHN		
PECIAL COUN		_	THE PERSON NAMED IN THE									
ount 1	Count 2	Count 3	Co 0	ount 4	Cour	nt 5						
	U	U	U		"							
REAS		DELIVERY		PICK	UP	*	12		SPECIAL	COUNTS		
rea rvd Type	Trip	Total I Pkgs Stops S		Pkgs	Stops	Loose Trail	Num Pallet		А В	C D		E
~ + Y Prici	* * ~ 5	- rego Ocopa c		Engo						- "		

Time Card Report SUP GRP OJS NAME DAY CODE EMPLOYEE ID EMPLOYEE NAME SLIC (b) (6), (b) (7)(C) REPORTED SCH START ST SORT FIN SORT ST LOC SORT FIN LOC SORT FIN WORK TRIP BREAK DOWN TIME OUT No. Lv Bldg Finish Rt Bldg Wash Description Start Time Lost Code OTHER WORK ACTIVITY SLIC OP Type Start Finish Code Description Sort Sup Grp 22:55 PKG OFW ShtlFW O58 CarWsh 23:00 OFW 23:00 02:00 PKG 058 VEHICLES INFORMATION Vehicle 1 Vehicle 2 Vehicle 3 Vehicle 4 Vehicle No. Finish Start Total Miles Shuttle Miles Pump1/Fuel Qty Pump2/Fuel Qty Oil Qty Trailer 1 Trailer 2 Trailer 3 Addin. Equip CP/UN DELIVERY INFORMATION MISSED PKG: NET CALL PKG: SPK COM CALL: SA CODCALL: PAID SA PKG: NET COD PKG: DBL TRP LOAD: SWAP STAT: PRE REC PKG: DATA TR STP: DBL TRP UNL: PAPER PKG: PICKUP INFORMATION PM RECV PKG: <1430 STP: <1430 PKG: LTR CTR PKG:

PREPAID PKG:

PKGS SCN:

Loose Num

Stops Trail Pallet

Count 5

HI VAL PKG:

ODS TOT PKG:

TOT PKG KEY:

INTERNL PKG:

D

Е

SPECIAL COUNTS

В

Α

C

OUT LTR STP:

ODS MIX STP:

TOT NUM COP:

DrvRel

Count 4

PICKUP

Pkgs

Count 3

Total

Stops Stops

DELIVERY

Pkgs

INS LTR STP:

ODS AIR STP:

SPECIAL COUNTS

Type

Count 2

Trip

MISSED STP:

Count 1

AREAS

Area

srvd

EMPLOYEE ID (b) (5). (b) (7)(C		MPLOYEE ) (6), (b) (		SLIC (b) (6). (b		SUP GR		MAN SLO	E	PAY COR (0) (6), (0)	(E) (E)	FOUTE ID		DATE (D)(d),(d)(f)(f/2)
REPORTED 22:18	SCH 18;0	START		ST SORT		N SORT			ST LOC 00:00	C SORT	FIN LO	OC SORT		FIN WOR
TRIP						TIME	OUT					BREAK D	OWN	
No. Lv Bldg	Rt	Bldg	Wash				iption	Start	Fini	ish		Time Lo.		Code
OMVIND MODIF 2														
<b>OTHER WORK A</b> C Start	Finish		SLIC	OP	Type		Sort	9,	p Grp		Code	Des	script	ion
18:00	18:40		(b) (6). (b) (7	PKG			10010	(b) (	Mr. Oth		LO2		2 LSSk	
18:40	19:15			PKG							OSW		W Shtl	
19:15	20:40			PKG							092		2 ScSh	
20:40	20:42			PKG							OTA		A Shtl	
20:42	21:00			PKG							094		4 ScAS	
21:00	22:30			PKG							092		2 ScSh	
VEHICLES INFO	DRMATION		Vehicle 1			Vehic	16.2		Vol	icle 3		Vehicle	£	
Vehicle No.			(b) (6), (b) (7)(			V C,1120	1		,	12020 0		40111010	•	
Finish			210268				d.							
Start			210094				Section							
Total Miles			174											
Shuttle Miles	3		174				Ì							
Pump1/Fuel Ot			2 /22			/			/	,		/		
Pump2/Fuel Qt			/0			/						,		
Oil Qty	•		0											
Trailer 1														
Trailer 2														
Trailer 3														
Addin, Equip	CP/UN		/			/			/	′		/		
DELIVERY INFO	RMATION											VALUE OF THE PARTY		
MISSED PKG:	0		SA C	ODCALL:	0			PAID S	SA PKG:	0		NET COD	PKG:	О
NET CALL PKG:	0			REC PKG:	0			DBL TE	RP UNL:	0		DBL TRP	LOAD:	0
SPK COM CALL:	0		DATA	TR STP:	0			PAPER	PKG:	0		SWAP STA	AT:	0
PICKUP INFORM	MATION						was a second							
PM RECV PKG:			<143	O STP:	0			<1430	PKG:	0		LTR CTR	PKG:	0
INS LTR STP:	0			LTR STP:	0			PREPAI	D PKG:	0		ODS TOT		0
ODS AIR STP:	0		ODS 1	MIX STP;	0			PKGS S	BCN:	0		TOT PKG	KEY:	0
MISSED STP:	0		TOT !	NUM COP:	0			HI VAI	PKG:	0		INTERNL	PKG:	0
SPECIAL COUNT	rs.													
Count 1	Count	2	Count 3		Count	4	Ċom	nt 5						
0	0	_	0		0	-	0							
AREAS		DE	LIVERY			PICK	TD				SPECTAL	COUNTS		
keas krea		DE.		DrvRel		FICK		Loose	Num		SPECIAL	COUNTS		
srvd Type	Trip	p		Stops		Pkgs	Stops	Trail			A B	3 C [	)	É
22.42 TAbe	* + * 5		ago ocopo	2000		Lago	0.0000	* 1 44.2 1.	CANTOL				-	~

DATE PAY CODE ROUTE ID SUP GRP OJS NAME EMPLOYEE NAME SLIC EMPLOYEE ID (b) (6), (b) (6), (b) (721 (b) (6), (b) (7)(C) (b) (6), (b FIN LOC SORT FIN WORK ST LOC SORT REPORTED SCH START ST SORT FIN SORT TIME OUT BREAK DOWN TRIP Time Lost Code Description Finish Rt Bldg Wash Start No. Lv Bldg OTHER WORK ACTIVITY OP Type Code Description SLIC Sup Grp Start Finish Sort OFW OFW ShtlFW (b) (6), (b PKG 22:30 22:35 (b) VEHICLES INFORMATION Vehicle 1 Vehicle 2 Vehicle 3 Vehicle 4 Vehicle No. Finish Start Total Miles Shuttle Miles Pump1/Fuel Qty Pump2/Fuel Qty Oil Qty Trailer 1 Trailer 2 Trailer 3 Addin. Equip CP/UN DELIVERY INFORMATION MISSED PKG: SA CODCALL: PAID SA PKG: NET COD PKG: NET CALL PKG: PRE REC PKG: DBL TRP UNL: DBL TRP LOAD: SWAP STAT: SPK COM CALL: DATA TR STP: PAPER PKG: PICKUP INFORMATION PM RECV PKG: <1430 STP: <1430 PKG: LTR CTR PKG: OUT LTR STP: ODS MIX STP: INS LTR STP: PREPAID PKG: ODS TOT PKG: ODS AIR STP: PKGS SCN: TOT PKG KEY: MISSED STP: TOT NUM COP: HI VAL PKG: INTERNL PKG:

Count 5

Stops

Loose

Num

Trail Pallet

SPECIAL COUNTS

В

С

E

SPECIAL COUNTS

Type

Count 1

AREAS

Area

srvd

Count 2

Trip

Count 3

Total DrvRel

Stops Stops

DELIVERY

Pkgs

Count 4

PICKUP

Pkgs

TRIP No. Lv Bldg Rt Bldg Wash Description Start Finish Time Lost Code  OTHER WORK ACTIVITY Start Finish SLIC OF Type Sort Grp Code Description OF Type 23:00 02:15 PKG PKG OF	EMPLOYEE ID (b) (6), (b) (7)(C		16), (b) (7)(C		SLIC (b) (6), (b	S	UP GRP		OJS NAME	E PAY C	ODE	ROUTE (b) (6).	ID		DATE (b) (6), (b) (7/2)
DOTHER WORK ACTIVITY Start Finish  SIIC OF Type Start Finish  SIIC OF Type Start Finish  SIIC OF Type Sort  OF	REPORTED	SCH S	TART		ST SORT	FIN	SORT		THE RESERVE OF STREET	ST LOC SORT	FIN	LOC SOR	T		FIN WORK
OTHER WORK ACTIVITY Start Finish 22:15 23:00 PKG PKG PKG  OF Type Sort  OF Type Sort  OF Type OFW OFW ShiltW O		D+ 10	1 da	Manh					Start	Finish	***************************************				Codo
Start Finish SLIC OP Type Sort Sup Grp Code Description 22:55 23:00 02:15 PKG OS# COFW OFW Shilfw OS# Carwsh O	No. Ny Erag	No E	tug	wasii				peron.	Start	£ TH TO H			i.ine p	ost.	code
PKG OFW OFW Shtlfw OFW Shtlfw OFW Shtlfw OFW OFW Shtlfw OFW OFW OFW OFW Shtlfw OFW OFW Shtlfw OFW Shtlfw OFW Shtlfw OFW OFW OFW OFW Shtlfw OFW	OTHER WORK AC	TIVITY							and the same of th						
Vehicle 1 Vehicle 2 Vehicle 3 Vehicle 4  Vehicle No. Finish Start Total Miles Shuttle Miles Pumpl/Fuel Cty / / / / / / / Pump2/Fuel Cty / / / / / Pump2/Fuel Cty / / / / / Pump2/Fuel Cty / / / / / Pump2/Fuel Cty / / / / / / Pump2/Fuel Cty / / / / / / Pump2/Fuel Cty / / / / / Pump2/Fuel Cty / / / / / Pump2/Fuel Cty / / / / / / / Pump2/Fuel Cty / / / / / / / / Pump2/Fuel Cty / / / / / / / / / Pump2/Fuel Cty / / / / / / / / / Pump2/Fuel Cty / / / / / / / / / / Pump2/Fuel Cty / / / / / / / / / / / / / Pump2/Fuel Cty / / / / / / / / / / / / / / / Pump2/Fuel Cty / / / / / / / / / / / / / / / / / / /	22:55	23:00			PKG	Type	S	ort	(b) (6)	<b>G</b> rp	OFW		0	FW Shtl	E.M.
Vehicle No. Finish Start Fotal Miles Shuttle Miles Shuttle Miles Pumpl/Fuel Qty	ZEHICLES INFO	RMATION	Ve	hicle 1			Vehicl	e 2		Vehicle 3	3	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	Vehicl	e 4	TOTAL CONTRACTOR AND ADDRESS OF A STATE OF A
Prailer 3 Addin. Equip CP/UN / / / / / / / / / / / / / / / / / /	Finish Start Fotal Miles Shuttle Miles Shuttle Miles Pump1/Fuel Qt; Pump2/Fuel Qt; Dil Qty Frailer 1														
ATSSED PKG: SA CODCALL: PAID SA PKG: NET COD PKG:  NET CALL PKG: PRE REC PKG: DBL TRP UNL: DBL TRP LOAD:  SPK COM CALL: DATA TR STP: PAPER PKG: SWAP STAT:  PICKUP INFORMATION  PM RECV PKG: <1430 STP: <1430 PKG: LTR CTR PKG:  NET CTR PKG: ODS ATO PKG: ODS TOT PKG:  ODS AIR STP: ODS MIX STP: PKGS SCN: TOT PKG KEY:  ATSSED STP: TOT NUM COP: HI VAL PKG: INTERNL PKG:  SPECIAL COUNTS  Count 1 Count 2 Count 3 Count 4 . Count 5  AREAS  DELIVERY PICKUP  LOOSE NUM  SPECIAL COUNTS  AREAS  DELIVERY PICKUP  LOOSE NUM  SPECIAL COUNTS  LOOSE NUM  SPECIAL COUNTS  LOOSE NUM	Frailer 3	CP/UN		/			./			/			/		
PM RECV PKG: <1430 STP: <1430 PKG: LTR CTR PKG: INS LTR STP: OUT LTR STP: PREPAID PKG: ODS TOT PKG: ODS AIR STP: PKGS SCN: TOT PKG KEY: MISSED STP: TOT NUM COP: HI VAL PKG: INTERNL PKG: ODS TOT PKG: ODS TOT PKG SCN: INTERNL PKG: OUNT INTERNL PKG: O	MISSED PKG: NET CALL PKG:	RMATION	ndener or u	PRE R	EC PKG:	egenerative and server			DBL TR	RP UNL:	The state of the s		DBL TR	P LOAD:	MANAGE AND
Count 1 Count 2 Count 3 Count 4 . Count 5  AREAS DELIVERY PICKUP SPECIAL COUNTS  Area Total DryRel Loose Num	PM RECV PKG: INS LTR STP: DDS AIR STP:	ATION		OUT L	TR STP: IX STP:				PREPAI PKGS S	D PKG: SCN:	mana malang pagga pa	TO COMPANY THE PROPERTY OF THE	ODS TO	T PKG: G KEY:	9.00 FIRM face is an in the child human human a solicitie
Area Total DrvRel Loose Num				Count 3		Count	4 .	Cour	nt 5				Frs	·	
srvd Type Trip Pkgs Stops Stops Pkgs Stops Trail Pallet A B C D E	Area			Total		-,,	PICKUP								W11 111

EMPLOYEE ID b) (6), (b) (7)(C		YEE NAME (b) (7)(C)	SLIC (b) (6). (b	SUP O	GRP	OJS NAME	PAY COI	DE, ROU' (b) (6).	TE ID	DATE (b) (6). (b) (7/21
REPORTED	SCH STA 18:15	RT	ST SORT	FIN SC 00:00	PRT	O'CLEAN ANN AND AND	ST LOC SORT 00:00	FIN LOC S	SORT	FIN WORK 02:15
rRIP No. Lv Bldg	Rt Bld	g Wash			ME OUT escription	Start	Finish		BREAK DOWN Time Lost	Code
OTHER WORK AC	TIVITY	The second secon						William Andrews	COLOR	
	Finish 18:40 19:15 20:40 20:42 21:00 22:35	SLT C (b) (6), (b) (7.	OP T PKG PKG PKG PKG PKG	уре	Sort	(D) (6). (	Grp	Code LO2 OSW O92 OTA O94	Descrip LO2 LS: OSW Sh O92 Sci OTA Sh O94 Sci O92 Sci	Skil ElSW Shtl ElTA ASM
EHICLES INFO	RMATION	Vehicle	1	V	hicle 2	***************************************	Vehicle 3	al a mara ann ann an ann ann ann ann ann ann a	Vehicle 4	
Vehicle No. Finish Start Fotal Miles Shuttle Miles Pump1/Fuel Qt Pump2/Fuel Qt Oil Qty	У	(0) (0) (0) (7) 210769 210595 174 174 2 /22 /0			/		//		//	
railer 1 Trailer 2 Trailer 3 Addin. Equip	CP/UN	/			/		/		/	
ELIVERY INFO HISSED PKG: HET CALL PKG: HPK COM CALL:	0	PRE	CODCALL: REC PKG: A TR STP:	0 0 0		PAID SA DBL TRI PAPER I	UNL: 0		NET COD PKG DBL TRP LOAI SWAP STAT:	
ICKUP INFORM M RECV PKG: NS LTR STP; DDS AIR STP; MISSED STP;	O O O O O	OUT ODS	30 STP: LTR STP: MIX STP: NUM COP:	0 0 0		<1430 F PREPAIL PKGS SO HI VAL	PKG: 0	***************************************	LTR CTR PKG ODS TOT PKG TOT PKG KEY INTERNL PKG	0
SPECIAL COUNT Count 1	Count 2	Count :		Count 4	Cou 0	nt 5 .				****
AREAS		DELIVERY		P	CKUP			SPECIAL CO	OUNTS	
Area srvd Type	Trip		l DrvRel s Stops	P)	gs Stops	Loose N Trail N	Jum Pallet	A B	C D	E

EMPLOYEE II (b) (6), (b) (7)(C)		)YEE NAME , (b) (7)(C)	SLIC (b) (6). (b	St	JP GRE	Principle of the second	OJS NAME		PAY COD	E	ROUTE :	ID		DATE (b)(6).(b)(1/21
REPORTED 17:16	SCH STF 17:15		r sort	FIN 00:0	SORT			ST LOC 00:00	SORT	FIN 1	LOC SOR	r		FIN WORK 01:15
TRIP No. Lv Blc 1 17:23 2 19:15	ig Rt Blc 18:50 23:00	ig Wash N N			TIME Descr	OUT iption	Start	Fini	sh	Philippin, John Philippin		BREAK DO Time Los		Code
OTHER WORK	ACTIVITY							*						
Start 17:15 18:50 19:15 20:40 20:42 21:00	Finish 18:50 19:15 20:40 20:42 21:00 22:35	S   1 T C (D) (G), (D) (7),	OP T PKG PKG PKG PKG PKG	уре		Sort	Su (b) (6)	p Grp		Code 091 0SW 092 0TA 094 092		091 OSW 092 OTA 094	cripti ExSht ShtlS ScSht ShtlT ScASM ScSht	1 W 1 A
VEHICLES IN	FORMATION	Vehicle 1	***************************************	***************************************	Vehic	10.2		Vah	icle 3			Vehicle	4	
Vehicle No. Finish Start Fotal Miles Shuttle Mil Pumpl/Fuel Pump2/Fuel Oil Qty	: .es Qty	b)(6, b)(7) 211214 211030 184 184 2 /22 /0			/			/				//		
Trailer 1 Trailer 2 Trailer 3 Addin. Equi		/			/			/				/		
DELIVERY IN MISSED PKG: NET CALL PK SPK COM CAL	0 (G: 0	SA CODO PRE REC DATA TE	PKG:	0 0 0			PAID SA DBL TR PAPER	P UNL:	0 0 0			NET COD DBL TRP : SWAP STA	LOAD:	0 0 0
PICKUP INFO PM RECV PKO INS LTR STE DDS AIR STE MISSED STP:	6: 0 2: 0	<1430 S OUT LTF ODS MIX TOT NUM	R STP:	0 0 0			<1430 PREPAI PKGS SO HI VAL	D PKG: CN:	0 0 0			LTR CTR ODS TOT TOT PKG INTERNL	PKG: KEY:	0 0 0
SPECIAL COU Count 1	Count 2	Count 3		Count 4		Cour 0	nt 5	ann a' amhair ann ach diff ann ann an		44444				
AREAS Area		DELIVERY Total [	rvRel		PICKU	P	Loose	Num		SPECIA	AL COUNT	rs		
srvd Type	Trip	Pkgs Stops S			Pkgs	Stops		Pallet		A	В	C D		Е

PAY CODE ROUTE ID DATE SUP GRP OJS NAME EMPLOYEE ID EMPLOYEE NAME SLIC (b) (6). (b) ( / 21 (b) (6), (b) (7)(C) (b) (6). (b) (6), (b FIN WORK FIN LOC SORT ST SORT ST LOC SORT REPORTED SCH START FIN SORT BREAK DOWN TRIP TIME OUT Time Lost Code Description Start Finish No. Lv Bldg Rt Bldg Wash OTHER WORK ACTIVITY Code Description Start Finish OP Type Sort Grp OFW Sht1FW O58 CarWsh OFW 22:55 23:00 PKG 23:00 01:15 PKG 058 VEHICLES INFORMATION Vehicle 1 Vehicle 2 Vehicle 3 Vehicle 4 Vehicle No. Finish Start Total Miles Shuttle Miles Pump1/Fuel Qty Pump2/Fuel Qty Oil Qty Trailer 1 Trailer 2 Trailer 3 Addin. Equip CP/UN DELIVERY INFORMATION MISSED PKG: SA CODCALL: PAID SA PKG: NET COD PKG: NET CALL PKG: PRE REC PKG: DBL TRP UNL: DBL TRP LOAD: SWAP STAT: SPK COM CALL: DATA TR STP: PAPER PKG: PICKUP INFORMATION PM RECV PKG: INS LTR STP: <1430 STP: <1430 PKG: LTR CTR PKG: OUT LTR STP: ODS MIX STP: ODS TOT PKG: PREPAID PKG: ODS AIR STP: TOT PKG KEY: PKGS SCN: MISSED STP: TOT NUM COP: HI VAL PKG: INTERNL PKG: SPECIAL COUNTS Count 1 Count 2 Count 3 Count 4 Count 5 AREAS DELIVERY PICKUP SPECIAL COUNTS

Loose Num

Stops Trail Pallet

С

D

E

В

Total DrvRel

Pkas

Stops Stops

Pkgs

Area

srvd

Type

Trip

EMPLOYEE ID (b) (6), (b) (7)(C		YEE NAME (b) (7)(C)	SLIC (b) (5), (b	(6	SHP GR	Proceedings of the same of the	OJS NAME	PAY C	CODE	ROUTE (b) (6), (b) (7	ID	DATE (b) (6). (b) (7)(C)
REPORTED 18:12	SCH STA 18:15		ST SORT		N SORT			ST LOC SORT	FIN 00:0	LOC SOR	T	FIN WORK
	10.10		,0,00					00:00	00:0	, , ,		02:13
TRIP No. Lv Bldg	Rt Bld	g Wash			TIME Desc	ciption	Start .	Finish			BREAK DOWN Time Lost	Code
OTHER WORK AC	יייייי			and the second							W 1975 17 17 1975	
Start 18:15	Finish 18:40	SLIC (0) (0) (0) (7)	OP T PKG	,Abe		Sort	Sup (a) (b) (d)	Grp	Code L02		Descrip LO2 LSS	
18:40	19:15		PKG						OSW		OSW Sht	
19:15	20:40		PKG						092		092 ScS	htl
20:40	20:42		PKG						OTA		OTA Sht	
20:42	21:00		PKG						094		094 ScA	
21:00	22:35		PKG						092		092 ScS	ntı
VEHICLES INFO	RMATION											
		Vehicle 1			Vehi	cle 2		Vehicle	3		Vehicle 4	
Vehicle No.		(b) (6), (b) (7)(										
Finish		211511										
Start		211337										
Total Miles		174										
Shuttle Miles		174			,			,			,	
Pump1/Fuel Qt		2 /22 /0			/			/,			/	
Pump2/Fuel Qt Oil Qty	. У	0			/			/			/	
Trailer 1		0										
Frailer 2												
Trailer 3												
Addin. Equip	CP/UN	/			/			/			/	
ELIVERY INFO	NO CONTROL											
MISSED PKG:	0	SA COL	CALL	0			PAID SA	PKG: 0			NET COD PKG:	0
NET CALL PKG:			C PKG:	0			DBL TRP				DBL TRP LOAD	
SPK COM CALL:			R STP:	Ō			PAPER P				SWAP STAT:	0
PICKUP INFORM												Anger and a state of the state
PM RECV PKG:		<1430		0			<1430 P				LTR CTR PKG:	
INS LTR STP:	0		R STP:	0			PREPAID				ODS TOT PKG:	
DDS AIR STP:	0		X STP:	D			PKGS SC				TOT PKG KEY:	0
MISSED STP:	0	TOT NU	M COP:	0			HI VAL	PKG: 0			INTERNL PKG:	0
SPECIAL COUNT												
Count 1	Count 2	Count 3		Count	4	Cour	nt 5					
0	0	0		0		. 0						
AREAS		DELIVERY			PICK	JP			SPECT	AL COUNT	rs	
lrea		Total	DrvRel				Loose N	um			_	
srvd Type	Trip	Pkgs Stops			Pkgs	Stops	Trail P	allet	A	В	C D	E
	-											

Time Card Report EMPLOYEE NAME SLIC EMPLOYEE ID (b) (6), (b) (7)(C) (b) (6), (b) (7)(C REPORTED SCH START ST SORT TRIP No. Lv Bldg Rt Bldg Wash OTHER WORK ACTIVITY Start Finish 22:55 23:00 23:00 02:15 PKG

SUP GRP

FIN SORT

OJS NAME

DAY CODE

ST LOC SORT

FIN LOC SORT



E

TIME OUT BREAK DOWN Description Start Finish Time Lost Code

OP Type PKG Code Description OFW Sht1FW Sort Grp Grp OFW 058 CarWsh 058

VEHICLES INFORMATION Vehicle 1 Véhicle 2 Vehicle 3 Vehicle 4 Vehicle No. Finish Start Total Miles Shuttle Miles Pump1/Fuel Qty Pump2/Fuel Qty Oil Qty Trailer 1 Trailer 2 Trailer 3 Addin. Equip CP/UN DELIVERY INFORMATION MISSED PKG: SA CODCALL: PAID SA PKG: NET COD PKG: NET CALL PKG: PRE REC PKG: DBL TRP UNL: DBL TRP LOAD: DATA TR STP: SWAP STAT: SPK COM CALL: PAPER PKG: PICKUP INFORMATION PM RECV PKG: <1430 STP: <1430 PKG: LTR CTR PKG: INS LTR STP: OUT LTR STP: PREPAID PKG: ODS TOT PKG:

ODS AIR STP: ODS MIX STP: PKGS SCN: TOT PKG KEY: MISSED STP: TOT NUM COP: HI VAL PKG: INTERNL PKG: SPECIAL COUNTS Count 1 Count 2 Count 3 Count 4 Count 5

AREAS DELIVERY PICKUP SPECIAL COUNTS Total DrvRel Loose Num Area Pkgs Type Pkgs В С srvd Trip Đ

Stops

Trail Pallet

Stops Stops

EMPLOYEE ID		LOYEE NAME SL (), (b) (7)(C)		SUP GR	9	OJS NAME	PAY CO	DDE ROUTE (b) (6), (b) (7)		DATE (b) (6), (b) (7)(6 _{2.1}
REPORTED 17:25	SCH ST 17:25	TART ST SO: 00:00		EN SORT		- Laborator Company	ST LOC SORT	FIN LOC SO	ORT	FIN WORK
TRIP				TIME	OUT				BREAK DOWN	
No. Lv Bldg	Rt Bl	ldg Wash			iption	Start	Finish		Time Lost	Code
OTHER WORK A	~mT\/TmV							No.		
tart	Finish	SLIC	P Type		Sort	Sup	Grp	Code	Descrip	otion
17:25	18:00	(b) (6), (b) (7	KG			(b) (6), (t	0)	L02	LO2 LSS	Skil
18:00	19:15		(G					OSW	OSW Sht	
19:15	20:40		(G					092	092 Sc	
20;40	20:42		KG		į			ATO	OTA Sht	
20:42	21:00		KG					094	094 ScF	
21:00	22:35	Pi	KG					092	092 Sc5	sne i
EHICLES INFO	ORMATION									this
table ( a) a Na		Vehicle 1		Vehic	le 2		Vehicle 3	3	Vehicle 4	
/ehicle No. Finish		(b) (6), (b) (7)( 211919								
Start		211745								
otal Miles		174								
Shuttle Miles	R	174								
ump1/Fuel Q		2 /22		/			/		/	
Pump2/Fuel Q		/0		/			,		,	
Dil Qty	-	0								
Trailer 1										
railer 2										
Frailer 3										
Addin, Equip	CP/UN	/		/			/		/	
ELIVERY INFO	ORMATION							American and a second a second and a second	The same of the sa	
IISSED PKG:	0	SA CODCALL:				PAID SA			NET COD PKG:	
ET CALL PKG		PRE REC PKO				DBL TRP			DBL TRP LOAD	
SPK COM CALL:	: 0	DATA TR STE	?: 0			PAPER P	KG: 0		SWAP STAT:	0
PICKUP INFORM										
PM RECV PKG:		<1430 STP:	0	1		<1430 P			LTR CTR PKG:	
INS LTR STP:	0	OUT LTR STE		1		PREPAID			ODS TOT PKG:	
DS AIR STP:	0	ODS MIX STE		1		PKGS SC			TOT PKG KEY:	
MISSED STP;	0	TOT NUM COR	?; 0			HI VAL	ENG: U		INTERNL PKG:	0
PECIAL COUN'		2			0 -					
Count 1	Count 2 0	Count 3	Count 0	4	Coun 0	) t 5				
REAS										
rea Tea		DELIVERY Total DrvRe	1	PICK	12	Loose N	um	SPECIAL COU	NTS	
rvd Type	Trip	Pkgs Stops Stops		Pkgs	Stops	Trail P		А В	C D	E
-71-5		Scots Scoke		- 11917					- "	_

EMPLOYEE ID SUP GRP OJS NAME CODE ROUTE ID EMPLOYEE NAME SLIC (b) (6), (b) (7)(C (b) (6), (b) (7)(C) (b FIN LOC SORT REPORTED SCH START ST SORT FIN SORT ST LOC SORT FIN WORK BREAK DOWN TRIP TIME OUT Finish Time Lost Code Start No. Lv Bldg Rt Bldg Wash Description OTHER WORK ACTIVITY OP Type GENT Grp Code Description Start Finish Sort 22:55 23:00 PKG OFW OFW ShtlFW 23:00 01:25 PKG 058 058 CarWsh VEHICLES INFORMATION Vehicle 1 Vehicle 2 Vehicle 3 Vehicle 4 Vehicle No. Finish Start Total Miles Shuttle Miles Pump1/Fuel Qty Pump2/Fuel Qty Oil Qty Trailer 1 Trailer 2 Trailer 3 Addin. Equip CP/UN DELIVERY INFORMATION MISSED PKG: SA CODCALL: PAID SA PKG: NET COD PKG: NET CALL PKG: PRE REC PKG: DATA TR STP: DBL TRP UNL: DBL TRP LOAD: SPK COM CALL: PAPER PKG: SWAP STAT: PICKUP INFORMATION PM RECV PKG: <1430 STP: <1430 PKG: LTR CTR PKG: INS LTR STP: OUT LTR STP: PREPAID PKG: ODS TOT PKG: ODS AIR STP: ODS MIX STP: PKGS SCN: TOT PKG KEY: MISSED STP: TOT NUM COP: HI VAL PKG: INTERNL PKG: SPECIAL COUNTS Count 2 Count 1 Count 3 Count 4 Count 5

PICKUP

Stops

Pkgs

Loose

Trail

Num

Pallet

SPECIAL COUNTS

В

C

D

Е

AREAS

Area

srvd

Туре

Trip

DELIVERY

Pkgs

Total DrvRel

Stops Stops

EMPLOYEE ID (6), (6), (7)(C	_	LOYEE NAME 6), (b) (7)(C)	SLI (b) (6).		SUP GR		OJS NAME	(0)	MAGODE	ROUTE (0) (6), (6) (7)		DATE (b) (6), (b) (7)(C 21.
REPORTED 18:14	SCH S 18:15		ST SOR		N SORT			ST LOC 00:00	SORT	FIN LOC SO	RT	FIN WORK 02:15
TRIP No. Lv Bldg	Rt B	ldg Wash			TIME Desc	OUT iption	Start	Finis	3h	delemente de la companya del proposition de la companya del proposition de la companya de la companya del prop	BREAK DOWN Time Lost	Code
OTHER WORK ACTI	VITY	SLIC	OP	Type		Sort	Sur	o Grp		Code	Descri	ption
18:00 18 18:40 19 19:15 20 20:40 20 20:42 21	:40 :15 :40 :42 :00	(b) (6), (b) (1	PK( PK( PK( PK( PK( PK(	G G G G			(b) (6).			L02 OSW O92 OTA O94	L02 LS OSW Sh O92 Sc OTA Sh O94 Sc O92 Sc	Skil tlSW Shtl tlTA ASM
VEHICLES INFORM	ATION									the shield decays, may pay gay to propore a second to a second to		
Vehicle No. Finish Start Fotal Miles		Vehicl (b)(6)(b)(7) 212269 212095 174	e 1		Vehic	ile 2		veni	cle 3		Vehicle 4	
Country of the Miles Country o		174 174 2 /22 /0			/			/			/	
Trailer 3 Addin. Equip CP	·/UN	/			/			/			/	
DELIVERY INFORM MISSED PKG: 0 NET CALL PKG: 0 SPK COM CALL: 0		P	A CODCALL: RE REC PKG ATA TR STP				PAID SA DBL TRE PAPER E	P UNL:	0 0 0	PPTTTT Laufick School Care v. v. v. v. p. 1 & 2 & 1 & 1 & 1 & 1 & 1 & 1 & 1 & 1 &	NET COD PKG DBL TRP LOA SWAP STAT:	
PICKUP INFORMAT PM RECV PKG: 0 INS LTR STP: 0 DDS AIR STP: 0 MISSED STP: 0	1	01	1430 STP: UT LTR STP DS MIX STP: DT NUM COP:	: 0			<1430 E PREPAIC PKGS SC HI VAL	PKG:	0 0 0	THE STATE OF THE S	LTR CTR PKG ODS TOT PKG TOT PKG KEY INTERNL PKG	: 0 : 0
	Count 2	Count 0	t 3	Count 0	4	Coun 0	t 5			Managara d		anno al-labora della Millioni della
AREAS Area srvd Type T	rip		tal DrvRei	1.	PICK Pkgs	Stops		Num Pallet		SPECIAL COUR	TS C D	E

EMPLOYEE ID

EMPLOYEE NAME (b) (6), (b) (7)(C) SLIC (b) (6), (b

SUP GRP

OJS NAME

ordionale

ROUTE ID

REPORTED

SCH START

ST SORT

FIN SORT

ST LOC SORT

FIN LOC SORT

FIN WORK

TRIP No. Lv Bldg

Rt Bldg

Wash

TIME OUT Description

Start

Finish

BREAK DOWN Time Lost

Code

OTHER WORK ACTIVITY

Start Finish 23:00 22:55 02:15 23:00

OP Type PKG PKG

Total Drvkel Pkgs Stops Stops

Total DrvRel

DELIVERY

Sort.

Sup Grp

Code OFW 058

SPECIAL COUNTS

A B C D E

Description OFW ShtlFW O58 CarWsh

VEHICLES INFORMATION				
	Vehicle 1	Vehicle 2	Vehicle 3	Vehicle 4
Vehicle No.				
Finish				
Start				
Total Miles		,		
Shuttle Miles				
Pump1/Fuel Qty	/	/	/	/
Pump2/Fuel Qty	/	/	/	/
Oil Qty				
Frailer 1				
Trailer 2				
Trailer 3				
Addin. Equip CP/UN	/	/	/	/
DELIVERY INFORMATION				
MISSED PKG:	SA CODCALL:		PAID SA PKG:	NET COD PKG:
NET CALL PKG:	PRE REC PKG:		DBL TRP UNL:	DBL TRP LOAD:
SPK COM CALL:	DATA TR STP:		PAPER PKG:	SWAP STAT:
PICKUP INFORMATION	The state of the s		POW WINDOWS ASSESSMENT COMMAND AND ADDRESS OF THE POWER ASSESSMENT OF THE POWE	
PM RECV PKG:	<1430 STP:		<1430 PKG:	LTR CTR PKG:
INS LTR STP:	OUT LTR STP:		PREPAID PKG:	ODS TOT PKG:
DDS AIR STP:	ODS MIX STP;		PKGS SCN:	TOT PKG KEY:
MISSED STP:	TOT NUM COP:		HI VAL PKG:	INTERNL PKG:
SPECIAL COUNTS				THE RESIDENCE OF THE PROPERTY OF THE PARTY O

Loose Num

Pkgs Stops Trail Pallet

PICKUP

AREAS

srvd Type Trip

Area

EMPLOYEE ID		YEE NAME SLIC (b) (7)(C) 0)(6).(0		RP	OJS NAME	PAY CODE	BOIME ID	DATE (b) (6), (b) (7)(C)
REPORTED 18:03	SCH STA 18:00	RT ST SORT	FIN SOR	T	ST LOC 00:00		FIN LOC SORT	FIN WORK 02:00
TRIP No. Lv Bldg	Rt Bld	g Wash		E OUT cription	Start Fini	sh	BREAK Time L	
OTHER WORK AC	CTIVITY							
Start 18:15 19:15 20:40 20:42 21:00 22:55	Finish 19:15 20:40 02:42 21:00 22:35 23:00	SLIC OP PKG PKG PKG PKG PKG PKG		Sort	Sup (b)(6)(d)(	0: 0: 0: 0:	SW 0 92 0 TA 0 94 0 92 0	escription SW ShtlsW 92 ScShtl TA ShtlTA 94 ScASM 92 ScShtl FW ShtlFW
EHICLES INFO	RMATION	Vehicle 1	Vah	icle 2	Voh	icle 3	Vehicl	o 4
Vehicle No. Finish Start Fotal Miles Shuttle Miles Pumpl/Fuel Qt		(0)(6)(0)(7) 213090 212916 174 174 2 / 24	,		, , , ,		/	
Cump2/Fuel Qt Dil Qty Trailer 1 Trailer 2 Trailer 3	Ξŷ	0 /0	,		′,		,	
ELIVERY INFO						AND AND ADDRESS OF THE PARTY OF THE PARTY.		
MISSED PKG: MET CALL PKG: MPK COM CALL:		SA CODCALL: PRE REC PKG: DATA TR STP:	0 0 0		PAID SA PKG: DBL TRP UNL: PAPER PKG:	0 0 0	NET CO DBL TR SWAP S'	P LOAD: 0
PICKUP INFORM PM RECV PKG: INS LTR STP: DDS AIR STP: MISSED STP:		<1430 STP: OUT LTR STP: ODS MIX STP: TOT NUM COP:	0 0 0		<1430 PKG: PREPAID PKG: PKGS SCN: HI VAL PKG:	0 0 0 0	LTR CT ODS TO TOT PK INTERN	T PKG: 0 G KEY: 0
SPECIAL COUNT Count 1	Count 2	Count 3	Count 4	Cou 0	nt 5		***************************************	
AREAS		DELIVERY	PIC	KUP	T. a. a. a. Niver	Sì	PECIAL COUNTS	
Area srvd Type	Trip	Total DrvRel Pkgs Stops Stops	Pkg	B Stops	Loose Num Trail Pallet	A	ВС	D E

EMPLOYEE ID (b) (6), (b) (7)(C REPORTED

EMPLOYEE NAME (b) (6), (b) (7)(C) SLIC



OJS NAME

PAY CODE

ROUTE ID

SCH START

ST SORT FIN SORT ST LOC SORT

FIN LOC SORT

FIN WORK

TRIP No. Lv Bldg

Rt Bldg

TIME OUT Description

Start

Finish

Vehicle 3

BREAK DOWN Time Lost

Vehicle 4

NET COD PKG:

LTR CTR PKG: ODS TOT PKG:

TOT PKG KEY:

INTERNL PKG:

SWAP STAT:

DBL TRP LOAD:

Code

OTHER WORK ACTIVITY

Start Finish 23:00 02:00

(b) (6), (b

Vehicle 1

OP Type PKG

Sort

Vehicle 2

Sup Grp

PAID SA PKG:

DBL TRP UNL:

PAPER PKG:

<1430 PKG:

PKGS SCN:

HI VAL PKG:

PREPAID PKG:

Code 058

Description 058 CarWsh

VEHICLES INFORMATION

Vehicle No.

Finish Start Total Miles Shuttle Miles

Pump1/Fuel Qty Pump2/Fuel Qty Oil Qty

Trailer 1 Trailer 2 Trailer 3 Addin. Equip CP/UN

DELIVERY INFORMATION

MISSED PKG: NET CALL PKG:

SPK COM CALL: PICKUP INFORMATION

PM RECV PKG: INS LTR STP: ODS AIR STP: MISSED STP:

AREAS

Area

srvd

SPECIAL COUNTS Count 2 Count 1

Trip

Type

DELIVERY

Pkgs

Count 3

SA CODCALL:

PRE REC PKG:

DATA TR STP:

<1430 STP:

OUT LTR STP:

ODS MIX STP:

TOT NUM COP:

Total DrvRel

Stops Stops

Count 4 -

Count 5

PICKUP

Loose Num Pkgs Stops Trail Pallet

В

С

SPECIAL COUNTS

D

Е

PAGE 2 OF 2

	OYEE NAME SLI ), (b) (7)(C) (b) (6).		RE	OJS NAME	PAY COI	DE ROUT (b) (6), (b) (7		DATE (b) (6), (b) (7)(C)
REPORTED SCH ST 18:09 18:10	TART ST SOR	FIN SOR	r		LOC SORT	FIN LOC S	ORT	FIN WORK
rRIP No. Lv Bldg Rt Bl	.dg Wash		E OUT Cription	Start	Finish		BREAK DOWN Time Lost	Code
OTHER WORK ACTIVITY		· Children de			\$100 miles   100 m			
Start Finish 18:40 18:40 19:15 20:40 20:40 20:42 20:42 21:00 21:00 22:35	SLIC OP DIG. DIV.C PK PK PK PK PK	3	Sort.	Sup (	Grp	Code L02 OSW O92 OTA O94	Descrip LO2 LS: OSW Sht O92 Sci OTA Sht O94 Sci O92 Sci	Skil :1SW :Bhtl :1TA :SM
EHICLES INFORMATION	Vehicle 1	Veh	igle 2		Vehicle 3	THE RESERVE OF THE PERSON NAMED IN COLUMN 1	Vehicle 4	
Vehicle No. Finish Start Octal Miles Shuttle Miles Pump1/Fuel Qty Pump2/Fuel Qty Pil Qty Prailer 1 Crailer 2	016(0)7 213452 213278 174 1774 2 /24 /0	/		•	//		/	
railer 3 ddin, Equip CP/UN	/	/			/		/	
ELIVERY INFORMATION DISSED PKG: 0 DET CALL PKG: 0 DPK COM CALL: 0	SA CODCALL: PRE REC PKG DATA TR STP		поли денативного с безования и ебик	PAID SA E DBL TRP U PAPER PKG	NI: O		NET COD PKG: DBL TRP LOAD SWAP STAT:	
ICKUP INFORMATION M RECV PKG: 0 NS LTR STP: 0 DS AIR STP: 0 HISSED STP: 0	<1430 STP: OUT LTR STP ODS MIX STP TOT NUM COP	0	Approximate and the second	<1430 PKG PREPAID F PKGS SCN: HI VAL PK	°KG: 0		LTR CTR PKG: ODS TOT PKG: TOT PKG KEY: INTERNL PKG:	0
PECIAL COUNTS Count 1 Count 2	Count 3	Count 4	Cour 0	nt S		THE RESERVE THE PROPERTY OF TH	ad Australia (September 19 Augustus) — Augustus (Augustus) — Au	
REAS rea	DELIVERY Total DrvRel	PICI	WP	Loose Num	1	SPECIAL COU	INTS	ALLEGE STREET,

ROUTE ID SUP GRP OJS NAME PAY CODE EMPLOYEE NAME SLIC EMPLOYEE ID (b) (6). (b) (6). (b) (7/21. (b) (6), (b) (7)(C (b) (6), (b) (7)(C) FIN LOC SORT FIN WORK ST LOC SORT SCH START FIN SORT REPORTED ST SORT TIME OUT BREAK DOWN TRIP Description Time Lost Code Finish No. Lv Bldg Rt Bldg Wash Start OTHER WORK ACTIVITY SLIC Sup Grp Code Description Start Finish ОР Туре Sort OFW Sht1FW O58 CarWsh PKG OFW 22:55 23:00 058 23:00 02:10 PKG VEHICLES INFORMATION Vehicle 2 Vehicle 3 Vehicle 4 Vehicle 1 Vohicle No. Finish Start Total Miles Shuttle Miles Pumpl/Fuel Qty Pump2/Fuel Qty Oil Oty Trailer 1 Trailer 2 Trailer 3 Addin. Equip CP/UN DELIVERY INFORMATION MISSED PKG: SA CODCALL: PAID SA PKG: NET COD PKG: PRE REC PKG: DATA TR STP: NET CALL PKG: DBL TRP UNL: DBL TRP LOAD: PAPER PKG: SWAP STAT: SPK COM CALL: PICKUP INFORMATION PM RECV PKG: INS LTR STP: <1430 PKG: <1430 STP: LTR CTR PKG: OUT LTR STP: ODS MIX STP: ODS TOT PKG: PREPAID PKG: TOT PKG KEY: ODS AIR STP: PKGS SCN: MISSED STP: TOT NUM COP: HI VAL PKG: INTERNL PKG:

Count 5

Loose Num

Stops Trail Pallet

SPECIAL COUNTS

В

С

D

Е

PICKUP

Pkgs

SPECIAL COUNTS Count 1

Type

AREAS

Area

srvd

Count 2

Trip

Count 3

Total DrvRel

Stops Stops

DELIVERY

Pkgs

EMPLOYEE ID (b)(6),(b)(7)(C		PLOYEE 1 (6), (b) (7		SLIC (b) (6). (i		SUP GI	P	ojs name		PAY COD		ROUTE ID		DATE (b) (6), (b) (1/21
REPORTED 18:01	SCH 18:0	START 0	***************************************	ST SORT		N SOR	D.	,	ST LOC 00:00	SORT	FIN L	OC SORT		FIN WORK 02:02
TRIP No. Lv Bldg	Rt I	Bldg	Wash	***************************************			OUT ription	Start	Fini	sh	amanana ang atau at ang at		EAK DOWN me Lost	Code
OTHER WORK AC		MANAGE THEFT THE STATE OF THE S						0					×	4
18:00 18:40 19:15 20:40 20:42	Finish 18:40 19:15 20:40 20:42 21:00 22:35	Ĉ	ELIC (6), (6), (7),(	PKG PKG PKG PKG PKG PKG			Sort	क्रीकी	P Grp		Code L02 OSW O92 OTA O94 O92		Descript L02 LSSk OSW Shtl O92 ScSh OTA Shtl O94 ScAS O92 ScSh	il SW tl TA M
VEHICLES INFO	RMATION		Vehicle 1			Vehi	cle 2	A desirable server have accompanied	Veh:	icle 3		Veh	nicle 4	
Vehicle No. Finish Start Total Miles Shuttle Miles Pump1/Fuel Qt Pump2/Fuel Qt Oil Qty Trailer 1 Trailer 2 Trailer 3 Addin. Equip	У		016.07 213802 213628 174 174 2 /22 /0			//			′,			,	′	
DELIVERY INFO MISSED PKG: NET CALL PKG: SPK COM CALL:	0 0		PRE	ODCALL: REC PKG: TR STP:	0 0 0	androdolomous final halfallishabel hidd		PAID SA DBL TRI PAPER I	P UNL:	0 0		DBI	COD PKG: L TRP LOAD:	0 0 0
PICKUP INFORM PM RECV PKG: INS LTR STP: ODS AIR STP: MISSED STP:	0		OUT	O STP: LTR STP: MIX STP: NUM COP:				<1430   PREPAII PKGS SC HI VAL	D PKG: CN:	0 0 0		ODS	R CTR PKG: B TOT PKG: F PKG KEY: FERNL PKG:	0 0 0 0
SPECIAL COUNT Count 1 0	Count :	2	Count 3		Count 0	4	Cou 0	nt 5	andreas de la seguira de l					and all the second seco
areas Area srvd Type	Trip	Pkç		DrvRel Stops		Pick		Loose i	Num Pallet	ILLANDON AVIOTORIA		E C	Д	Е

PAY CODE ROUTE ID DATE SUP GRP OJS NAME EMPLOYEE ID EMPLOYEE NAME SLIC (b) (6). (b) (721 (b) (6), (b) (7)(C) (b) (6), (b (b) (t (b) (6), FIN WORK ST LOC SORT FIN LOC SORT REPORTED SCH START ST SORT FIN SORT BREAK DOWN TRIP TIME OUT Finish Time Lost Code No. Lv Bldg Rt Bldg Wash Description Start OTHER WORK ACTIVITY OP Type Start SLIC Sup Grp Code Description Finish Sort 22:55 23:00 PKG OFW OFW ShtlFW 23:00 02:00 PKG 058 058 CarWsh VEHICLES INFORMATION Vehicle 1 Vehicle 2 Vehicle 3 Vehicle 4 Vehicle No. Finish Start Total Miles Shuttle Miles Pump1/Fuel Qty Pump2/Fuel Qty Oil Qty Trailer 1 Trailer 2 Trailer 3 Addin. Equip CP/UN DELIVERY INFORMATION MISSED PKG: SA CODCALL: PAID SA PKG: NET COD PKG: NET CALL PKG: PRE REC PKG: DBL TRP UNL: DBL TRP LOAD: SPK COM CALL: DATA TR STP: PAPER PKG: SWAP STAT: PICKUP INFORMATION PM RECV PKG: INS LTR STP: <1430 STP; <1430 PKG; LTR CTR PKG: OUT LTR STP: PREPAID PKG: ODS TOT PKG: ODS AIR STP: ODS MIX STP: PKGS SCN: TOT PKG KEY: MISSED STP: TOT NUM COP: HI VAL PKG: INTERNL PKG: SPECIAL COUNTS Count 2 Count 1 Count 3 Count 4 Count 5

PICKUP

Num

Loose

Stops Trail Pallet

SPECIAL COUNTS

В

D

E

AREAS

Area

srvd

Туре

Trip

DELIVERY

Pkgs

Total

Stops

DrvRel

Stops

EMPLOYEE ID (b)(6).(b)(7)(C		LOYEE NAME 5), (b) (7)(C)	SLIC (b) (6).	SUP GF	<b>D</b>	OJS NAME	PAY (D) (		ROUTE ID	DATE (b) (6). (b) (/21
REPORTED 18:17	SCH S1 18:15		SORT :00	FIN SORT			ST LOC SOF	00:00	OC SORT	FIN WORK 02:15
TRIP No. Lv Bldg	Rt B	dg Wash			OUT ription	Start .	Finish		BREAK DOWN Time Lost	Code
OTHER WORK A	CTIVITY									
Start 18:15 19:15 20:40 20:42 21:00 22:55	Finish 19:15 20:40 20:42 21:00 22:35 23:00	SLIC (D)(6), (D)(7)	OP Tyl PKG PKG PKG PKG PKG PKG	pe	Sort	(B) (B). (B)	Grp	Code OSW O92 OTA O94 O92 OFW	Descri OSW Sh O92 Sc OTA Sh O94 Sc O92 Sc OFW Sh	tlSW Shtl tlTA ASM Shtl
VEHICLES INFO	ORMATION	Vehicle 1		Trb. d	cle 2	,	Vehicle	3	Vehicle 4	
Vehicle No. Finish Start Total Miles Shuttle Miles		(b) (6) (b) (7) 214150 213976 174 174			CIE 2			. 3		
Pump1/Fuel Qi Pump2/Fuel Qi Oil Qty Trailer 1 Trailer 2 Trailer 3	tý	2 /24 /0 0		,			,		,	
Addin, Equip		/		/			/			
DELIVERY INFO MISSED PKG: NET CALL PKG: SPK COM CALL:	0 : 0	SA CODC: PRE REC DATA TR	PKG:	0 0 0		PAID SA DBL TRP PAPER PF	UNL; 0		NET COD PKG DBL TRP LOA SWAP STAT:	
PICKUP INFOR PM RECV PKG: INS LTR STP: ODS AIR STP: MISSED STP:	0	<1430 S' OUT LTR ODS MIX TOT NUM	STP: STP:	0 0 0		<1430 PF PREPAID PKGS SCM HI VAL E	PKG: 0		LTR CTR PKG ODS TOT PKG TOT PKG KEY INTERNL PKG	: 0 : 0
SPECIAL COUNT Count 1 0	Count 2	Count 3	Cc 0	ount 4	Cour 0	nt 5		**************************************	Manufacture and a complete community of the analysis and analysis and analysis and analysis and analysis and a	MARKET STATE OF THE STATE OF TH
AREAS		DELIVERY		PICK	Ω₽			SPECIAL	COUNTS	
Area srvd Type	Trip	Total D: Pkgs Stops Si		Pkgs	Stops	Loose Nu Trail Pa	ım allet	A B	C D	E

EMPLOYEE ID (b) (6), (b) (7)(C

EMPLOYEE NAME (b) (6), (b) (7)(C) SLIC (b) (6), (b

SUP GRP

OJS NAME

PAY CODE

ROUTE ID

REPORTED

TRIP

SCH START

ST SORT

FIN SORT

ST LOC SORT

FIN LOC SORT

FIN WORK

No. Lv Bldg

Rt Bldg

Wash

TIME OUT Description

Start

Finish

BREAK DOWN Time Lost

Code

OTHER WORK ACTIVITY

Start 23:00 Finish 02:15

SLIC (b) (6), (b

OP Type PKG

Sort

Sup Grp (b

Code 058

Description 058 CarWsh

VEHICLES INFORMATION				
	Vehicle 1	Vehicle 2	Vehicle 3	Vehicle 4
Vehicle No.				
Finish				
Start				
Total Miles				
Shuttle Miles				
Pump1/Fuel Qty	/	/	/	/
Pump2/Fuel Qty	/	/	/	/
Oil Qty				
Trailer 1				
Trailer 2				
Trailer 3				
Addin. Equip CP/UN	/	./	/	/
DELIVERY INFORMATION	THE STATE OF THE S		and the spray of the section of the	
MISSED PKG:	SA CODCALL:		PAID SA PKG:	NET COD PKG:
NET CALL PKG:	PRE REC PKG:		DBL TRP UNL:	DBL TRP LOAD:
SPK COM CALL:	DATA TR STP:		PAPER PKG:	SWAP STAT:
PICKUP INFORMATION		***************************************		
PM RECV PKG:	<1430 STP:		<1430 PKG:	LTR CTR PKG:
INS LTR STP:	OUT LTR STP:		PREPAID PKG:	ODS TOT PKG:
ODS AIR STP:	ODS MIX STP:		PKGS SCN:	TOT PKG KEY:
MISSED STP:	TOT NUM COP:		HI VAL PKG:	INTERNL PKG:

Count 1

AREAS

Area

srvd

Count 2

Type Trip

Count 3

DELIVERY

Count 4 . Count 5

PICKUP

Total DrvRel Pkgs Stops Stops

Loose Num Pkgs Stops Trail Pallet

В Α

SPECIAL COUNTS

С

D E

EMPLOYEE ID (b) (6), (b) (7)(C)	EMPLOY (b) (6), (	ee name b) (7)(C)	SLIC (b) (6). (b		SUP GI	P	OJS NAME		AY CODE	ROU'I (b) (6), (b) (7)	E ID	DATE (b) (6), (b) (7)(C, 21
REPORTED 18:15	SCH STAR 18:15		ST SORT		N SOR			ST LOC :	SORT	FIN LOC S	ORT	FIN WORK
TRIP No. Lv Bldg l 02:05	Rt Bldg 23:00	Wash N	mental			OUT ription	Start	Finish	ì		BREAK DOWN Time Lost	Code
OTHER WORK AG	OTTUTTY								***************************************			
Start 18:15 19:11 22:00	Finish 19:11 22:00 02:00	SLIC (b) (6), (b) (7	OP 'PKG	Type		Sort	(b) (6).	Grp		Code L02 091 091	Descrip LO2 LSS O91 ExS	skil Shtl
EHICLES INFO	DRMATION	·····		rear commence of the first time from the code								
Gehicle No. Ginish Start Cotal Miles		Vehicle 1 (b)(6)(b)(7) 214573 214399 174			veni	cle 2		Vehic	ore 3		Vehicle 4	
Shuttle Miles Pump1/Fuel Qt Pump2/Fuel Qt pil Qty Prailer 1 Prailer 2	у	174 2 /24 /0			/			/			/	
railer 3 Addin. Equip	CP/UN	1			/			/			/	
DELIVERY INFO MISSED PKG: NET CALL PKG: SPK COM CALL:	0		OCALL: EC PKG: TR STP:	0 0 0			PAID SA DBL TRE PAPER E	UNL:	0 0 0	The second secon	NET COD PKG: DBL TRP LOAD SWAP STAT:	
PICKUP INFORMATION OF THE PROPERTY OF THE PROP		ODS M	STP: TR STP: IX STP: JM COP:	0 0 0			<1430 F PREPAIL PKGS SO HI VAL	PKG:	0 0 0 0	ALLEGA AND AND AND AND AND AND AND AND AND AN	LTR CTR PKG: ODS TOT PKG: TOT PKG KEY: INTERNL PKG:	0
PECIAL COUNT Count 1	Count 2	Count 3		Count 0	4	Cour 0	nt 5	The second secon				Additional to the state of the
AREAS Area	I		DrvRel	and the same of th	PICK			lum		SPECIAL CO		
rvd Type	Trip	Pkgs Stops	Stops		Pkgs	Stops	Trail F	Pallet	F	А В	C Đ	E

EMPLOYEE ID (b) (6), (b) (7)(C		YEE NAME (b) (7)(C)	SLIC (b) (6), (b	SUI	P GR	₽	OJS NAME	C	PAY COD		OUTE ID		DATE (b)(6).(b)(1/21
REPORTED 18:14	SCH STAI 18:15	RT	ST SORT	FIN S				ST LOC 00:00	SORT	FIN LO 00:00	C SORT		FIN WORK 02:15
TRIP No. Lv Bldg	Rt Bld	g Wash	Principles in an angle of the STE (PSP).		PIME Desci	OUT ription	Start	Finis	h	THE PERSON AND ADDRESS OF THE ADDRES	BREAK DO		Code
OTHER WORK AC		atte de l'article de la latera de la companya de la latera de la latera de l'article de la latera de l'article de l'articl		MANAGEMENT AND		- Andrews and Lawrence Property Pro-	MARIORA MARIORA MARIONA MARION				CONTRACTOR STATE OF THE PARTY O		**ALISAANAN TENTENTET II V
Start 18:15 18:40 19:15 20:40 20:42 21:00	Finish 18:40 19:15 20:40 20:42 21:00 22:35	SLIC (b) (6), (b) (	OP T PKG PKG PKG PKG PKG	Гуре	Typican managina mbilanyanyan dala	Sort	Sup (0)(6)(0	Grp		Code L02 OSW 092 OTA 094	L02 OSV OT7 O94	scripti 2 LSSk: 4 Shtls 2 ScSht 4 Shtl 4 ScASM 2 ScSht	SW S1 PA
VEHICLES INFO	RMATION	Vehicle 1		V	/ehic	ele 2	7	Vehi	cle 3		Vehicle	4	
Vehicle No. Finish Start Total Miles Shuttle Miles Pump1/Fuel Qt Pump2/Fuel Qt Oil Qty Trailer 1	.y	© (6, 0) (7) 214999 214825 174 174 2 /24 /0			//			//			′,		
Trailer 2 Trailer 3 Addin. Equip	CP/UN	/			/			/			/		
DELIVERY INFO MISSED PKG: NET CALL PKG: SPK COM CALL:	0 : 0	PRE R	DCALL: EC PKG: TR STP:	0 0 0		ALLANDON DE PROPERTO DE LA CONTRACTOR DE L	PAID SA DBL TRP PAPER P	UNL:	0 0 0		NET COD DBL TRP SWAP STA	LOAD:	0 0 0
PICKUP INFORM PM RECV PKG: INS LTR STP: ODS AIR STP: MISSED STP;	0	ODS M	STP: TR STP: IX STP: UM COP:	0 0 0			<1430 PREPAID PKGS SCI	PKG:	0 0 0		LTR CTR ODS TOT TOT PKG INTERNL	PKG: KEY:	0 0 0
SPECIAL COUNT Count 1	Count 2	Count 3		Count 4		Coun 0	t 5 ,			10/207-1 5			And the second s
AREAS Area		DELIVERY	DrvRel	P	TCK	JP.	Loose N	um		SPECIAL	COUNTS		
area srvd Type	Trip	Pkgs Stops		P	kg\$	Stops	Trail Pa			A B	C [	)	E

ROUTE ID DATE OJS NAME PAY CODE SUP GRP EMPLOYEE ID EMPLOYEE NAME SLIC (b) (6), (b) (6), (b) (7 2 ]; (b) ( (b) (6), (b) (7)(C (b) (6), (b) (7)(C) (b) (6), (b FIN LOC SORT FIN WORK ST LOC SORT FIN SORT REPORTED SCH START ST SORT TIME OUT BREAK DOWN TRIP Time Lost Code Finish Rt Bldg Wash Description Start No. Lv Bldg OTHER WORK ACTIVITY Description OFW Sht1FW OG O Grp Code Start Finish OP Type Sort PKG OFW 22:55 23:00 O58 CarWsh 058 23:00 02:15 PKG VEHICLES INFORMATION Vehicle 1 Vehicle 2 Vehicle 3 Vehicle 4 Vehicle No. Finish Start Total Miles Shuttle Miles Pump1/Fuel Qty Pump2/Fuel Qty Oil Qty Trailer 1 Trailer 2 Trailer 3 Addin. Equip CP/UN DELIVERY INFORMATION MISSED PKG: SA CODCALL: PAID SA PKG: NET COD PKG: DBL TRP LOAD: NET CALL PKG: PRE REC PKG: DBL TRP UNL: PAPER PKG: SWAP STAT: SPK COM CALL: DATA TR STP: PICKUP INFORMATION PM RECV PKG: <1430 STP: <1430 PKG: LTR CTR PKG: OUT LTR STP: ODS MIX STP: INS LTR STP: ODS TOT PKG: PREPAID PKG: ODS AIR STP: PKGS SCN: TOT PKG KEY: MISSED STP: TOT NUM COP: HI VAL PKG: INTERNL PKG: SPECIAL COUNTS Count 1 Count 2 Count 3 Count 4 Count 5

PICKUP

Pkgs

Loose Num

Stops Trail Pallet

SPECIAL COUNTS

В

C

D

E

AREAS

Area

srvd

Type

Trip

DELIVERY

Pkgs

Total DrvRel

Stops Stops

EMPLOYEE ID b)(6).(b)(7)(C	_	iployee ) (6), (b) (		SLI (D) (6).		SUP GR	9	OJS NAM		PAY COD	E	ROUTE	ID		DATE (0)(6),(0)(/2)
REPORTED	SCH 18:1	START		ST SOF		IN SORT			ST LOC 00:00	SORT	FIN	LOC SOI	RT		FIN WORK
TRIP	·					TIME	E .		1				BREAK	DOWN	
lo. Lv Bldg	Rt	Bldg	Wash			Desc	iption	Start	Fini	.sh			Time L	ost.	Code
THER WORK AC	<b>ምፕህፐጥ</b> ¥						AAAAA	W1000000000000000000000000000000000000		Manual Property Community of the Communi					
	Finish		SLIC	OP	Type		Sort	Sı	p Grp		Code		De	escript:	ion
18:15	18:40		(b) (6), (b) (7)(	PK				(b) (6	), (b)		L02			02 LSSk	
18:40	19:15			PK	G		i.				092		0:	92 ScSh	tl.
20:40	20:42			PK	G						OTA		0'	rA Shtl'	ra
20:42	21:00			PK	G						094		0	94 ScASI	M
	22:35			PK							092			92 ScSh	
22:55	23:00			PK	G						OFW		01	FW Shtl	₽W
EHICLES INFO	RMATION														
			Vehicle 1			Vehic	le 2		Veh	icle 3			Vehicle	e 4	
/ehicle No.			(b) (6), (b) (7)(												
inish			215417				i								
Start			215243												
otal Miles			174				:								
Shuttle Miles			174			,			,						
ump1/Fuel Qt			2 /22			/,	ļ		/				/		
ump2/Fuel Qt	У		/0			/			/				/		
Dil Qty Trailer 1			0				Ì		,						
Frailer 2															
Frailer 3															
Addin. Equip	CP/UN		/			/			/				/		
ELIVERY INFO	RMATION 0		C2 (	CODCALL:	0			DATE O	SA PKG:	0			NET COL	O DEC.	0
ET CALL PKG:	~			REC PKG					RP UNL:	0			DBL TRI		0
PK COM CALL:				TR STP				PAPER		ő			SWAP ST		0
ICKUP INFORM	ATION														
M RECV PKG:	0		<143	O STP:	0			<1430	PKG:	0			LTR CT	R PKG:	0
NS LTR STP:	0			LTR STP	-				D PKG:	0			ODS TO		0
DS AIR STP:	0		ODS	MIX STP	: 0			PKGS S	CN:	0			TOT PKO		0
ISSED STP:	0		TOT	NUM COP	: 0			HI VAI	PKG:	0			INTERNI	L PKG:	0
PECIAL COUNT	S	MATERIAL PROPERTY OF THE PARTY	- management												
Count 1	Count	2	Count 3	3	Count	. 4	Coun	it 5							
	0		0		0		0								
REAS		DEL	IVERY			PICK	)P				SPEC	IAL COUN	ITS		
rea			Total	. DrvRe	1			Loose	Num						

Time Card Report EMPLOYEE NAME PAY CODE POUTE ID EMPLOYEE ID SUP GRP OJS NAME SLIC (b) (6), (b) (7)(C (b) (6), (b) (7)(C) REPORTED SCH START ST SORT ST LOC SORT FIN LOC SORT FIN WORK FIN SORT TRIP TIME OUT BREAK DOWN No. Lv Bldg Rt Bldg Description Finish Time Lost Wash Start OTHER WORK ACTIVITY OP Type SLIC Sort Sup Grp Code Description Start Finish 23:00 PKG 058 CarWsh 02:15 058 VEHICLES INFORMATION Vehicle 1 Vehicle 2 Vehicle 3 Vehicle 4 Vehicle No. Finish Start Total Miles Shuttle Miles Pump1/Fuel Qty Pump2/Fuel Qty Oil Qty Trailer 1 Trailer 2 Trailer 3 Addin. Equip CP/UN DELIVERY INFORMATION MISSED PKG: SA CODCALL: PAID SA PKG: NET COD PKG: NET CALL PKG: PRE REC PKG: DBL TRP UNL: DBL TRP LOAD: SPK COM CALL: DATA TR STP: PAPER PKG: SWAP STAT: PICKUP INFORMATION PM RECV PKG: <1430 STP: <1430 PKG: LTR CTR PKG: INS LTR STP: OUT LTR STP: PREPAID PKG: ODS TOT PKG: TOT PKG KEY: ODS AIR STP: ODS MIX STP: PKGS SCN:

HI VAL PKG:

Num

Pallet

Count 5

Loose

Trail

INTERNL PKG:

D

E

SPECIAL COUNTS

В

C

TOT NUM COP:

DrvRel

Stops

Count 4

PICKUP

Pkgs

Count 3

Total

Stops

DELIVERY

MISSED STP:

Count 1

AREAS

Area

srvd

SPECIAL COUNTS

Туре

Count 2

EMPLOYEE ID EMPLOYEE NAME SLIC SUP GRP OJS NAME PAY CODE (b) (6), (b) (7)(C) (b) (6), (b) (7)(C) REPORTED SCH START ST SORT FIN SORT ST LOC SORT FIN LOC SORT FIN WORK TRIP TIME OUT BREAK DOWN No. Lv Bldg Rt Bldg Wash Description Start Finish Time Lost Code OTHER WORK ACTIVITY OP Type Code Sort Description Start Finish Grp PKG OFW ShtlFW O58 CarWsh 22:55 23:00 OFW 23:00 PKG 058 02:15 VEHICLES INFORMATION Vehicle 1 Vehicle 2 Vehicle 3 Vehicle 4 Vehicle No. Finish Start Total Miles Shuttle Miles Pump1/Fuel Qty Pump2/Fuel Qty Oil Qty Trailer 1 Trailer 2 Trailer 3 Addin. Equip CP/UN DELIVERY INFORMATION MISSED PKG: PAID SA PKG: DBL TRP UNL: NET COD PKG: DBL TRP LOAD: SA CODCALL: PRE REC PKG: DATA TR STP: NET CALL PKG: SPK COM CALL: PAPER PKG: SWAP STAT: PICKUP INFORMATION PM RECV PKG: <1430 STP: <1430 PKG: LTR CTR PKG: INS LTR STP: OUT LTR STP: PREPAID PKG: ODS TOT PKG: TOT PKG KEY: ODS AIR STP: ODS MIX STP: PKGS SCN: TOT NUM COP: MISSED STP: HI VAL PKG: INTERNL PKG: SPECIAL COUNTS Count 1 Count 2 Count 3 Count 4 Count 5 AREAS DELIVERY PICKUP SPECIAL COUNTS

Loose Num

Trail Pallet

С

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Total DrvRel

Stops

Pkgs

Stops

Stops

Pkgs

Area

srvd

Туре

EMPLOYEE ID (b) (6), (b) (7)(C		(b) (7)(C)	SI:IC (b) (5), (b	S (6	UP GRP	OJS NAME	9) (d) ©	ODE	(b) (6). (	UTE ID b)(7)(c)	DATE (D)(D)(D)(V)(O) 21
REPORTED 18:16	SCH STAN	RT	ST SORT	FIN 00:	SORT 00		ST LOC 00:00	SORT	FIN LOC 00:00	SORT	FIN WORK 02:15
TRIP No. Lv Bldg	Rt Bldg	y Wash			TIME OUT Description	Start	Finis	h	MI ION YEAR	BREAK DOWN Time Lost	Code
OTHER WORK AC	CTIVITY		TO STATE OF THE PART OF THE SAAAAAA								
Start 18:15 18:40 19:15 20:40 20:42 21:00	Finish 18:40 19:15 20:40 20:42 21:00 22:35	भ <u>रत्त्वीत्वीत्व</u> ीत्व	OP T PKG PKG PKG PKG PKG PKG	уре	Sort	(p)(6).()	g Grp		Code L02 OSW O92 OTA O94 O92	Descri LO2 LS OSW Sh O92 Sc OTA Sh O94 Sc O92 Sc	Skil tlSW Shtl tlTA ASM
VEHICLES INFO	ORMATION	Vehicle	1		Vehicle 2		Vehi	cle 3		Vehicle 4	
Vehicle No. Finish Start Total Miles Shuttle Miles Pump1/Fuel Qt Pump2/Fuel Qt Oil Qty Trailer 1 Trailer 2 Trailer 3	ty	(b) (b) (7) 209455 209281 174 174 2 /22 /0	-		′,		/			/	
Addin. Equip	CP/UN	/			/		/			/	
DELIVERY INFO MISSED PKG: NET CALL PKG: SPK COM CALL:	0 : 0	PRE	CODCALL: REC PKG: A TR STP:	0 0 0		PAID S DBL TR PAPER	P UNL:	0 0 0		NET COD PKG DBL TRP LOA SWAP STAT:	
PICKUP INFORM PM RECV PKG: INS LTR STP: ODS AIR STP: MISSED STP:		OUT ODS	30 STP: LTR STP: MIX STP: NUM COP:	0 0 0		<1430 PREPAT PKGS S HI VAL	D PKG: CN:	0 0 0 0	Broom Broom	LTR CTR PKG ODS TOT PKG TOT PKG KEY INTERNL PKG	: 0 : 0
SPECIAL COUNT Count 1	Count 2	Count 0	3	Count 0	4 Cou	nt 5				en e	
AREAS		DELIVERY			PICKUP				SPECIAL	COUNTS	
Area srvd Type	Trip		l DrvRel s Stops		Pkgs Stops	Loose Trail			A B	C D	E

EMPLOYEE ID b) (6). (b) (7)(C		YEE NAME (b) (7)(C)	SLIC (b) (6). (b	SUP GRP	OJS N	AME	DAY CODE	ROI (b) (6).	UTE ID	DATE (b) (6), (b) (7)(C ₂
REPORTED 18:07	SCH STAI 18:00		ST SORT	FIN SORT		ST LO	C SORT	FIN LOC 00:00	SORT	FIN WOR 02:00
TRIP				TIME (	OUT				BREAK DOW	
No, Lv Bldg	Rt Bld	g Wash		Descri	iption Sta	rt Fin	ish		Time Lost	. Code
OTHER WORK AC	M TYT MV	14444449								
	TiviTi Finish	SLIC	OP Ty	pe S	Sort .	Sup Grp		Code	Desc	ription
	18:40	(b) (6), (b) (7)	PKG			b) (6), (b)		L02		LSSkil
18:40	19:15		PKG					OSW	OSW	Sht1SW
19:15	20:40		PKG					092	092	ScShtl
20:40	20:42		PKG					OTA	OTA	ShtlTA
20:42	21:00		PKG					094	094	Scasm
21:00	22:35		PKG					092	092	ScSht1
EHICLES INFO	RMATION									
		Vehicle 1		Vehicl	.e 2	Vel	hicle 3		Vehicle 4	
/ehicle No.		(b) (6), (b) (7)(								
inish		209808								
Start		209634								
otal Miles		174								
Shuttle Miles		174		,			,			
Pump1/Fuel Qt		2 /22		/,			′.		/	
Pump2/Fuel Qt	У	/0		/		,	/		/	
Dil Qty		0								
railer 1										
Frailer 2										
Frailer 3	on (III)	,		/			/		/	
Addin. Equip	CP/UN	/		/		/	/		/	
ELIVERY INFO							_			
4ISSED PKG:	0	SA COI		0		D SA PKG:	0		NET COD P	
NET CALL PKG:			C PKG:	0		TRP UNL:	0		DBL TRP LO	
SPK COM CALL:	U	DATA 1	'R STP:	0	PAPI	ER PKG:	0		SWAP STAT	: 0
PICKUP INFORMA	ATION	· · · · · · · · · · · · · · · · · · ·								
PM RECV PKG:		<1430		0		30 PKG:	0		LTR CTR P	
NS LTR STP:	0		'R STP:	0		PAID PKG:	0		ODS TOT P	
DDS AIR STP:	0		X STP:	0		S SCN:	0		TOT PKG K	
MISSED STP:	0	TOT NU	M COP:	0	HI '	VAL PKG:	0		INTERNL P	KG: 0
PECIAL COUNTS	S									
Count 1	Count 2	Count 3	C	ount 4	Count 5					
)	0	0	0		0					
REAS		DELIVERY		PICKUE	)			SPECIAL C	COUNTS	
		Total	DrvRel	FICKUE	Loose	e Num		OPECIAL (	2001113	
roa										
Area Brvd Type	Trip		Stops	Pkgs	Stops Trail			А В	C D	E

EMPLOYEE NAME SUP GRP OJS NAME EMPLOYEE ID SLIC CODE ROUTE ID (b) (6), (b) (7)(C (b) (6), (b) (7)(C) (b) (6), (b SCH START FIN LOC SORT ST LOC SORT FIN WORK REPORTED ST SORT FIN SORT TRIP TIME OUT BREAK DOWN No. Lv Bldg Rt Bldg Wash Description Start Finish Time Lost Code OTHER WORK ACTIVITY OP Type Sort Sup Grp Code Description Start Finish 22:55 23:00 PKG O EW OFW ShtlFW 23:00 02:00 PKG 058 O58 CarWsh VEHICLES INFORMATION Vehicle 4 Vehicle 1 Vehicle 2 Vehicle 3 Vehicle No. Finish Start Total Miles Shuttle Miles
Shuttle Miles
Pumpl/Fuel Qty
Pump2/Fuel Qty
Oil Oty
Trailer 1 Trailer 2 Trailer 3 Addin. Equip CP/UN DELIVERY INFORMATION MISSED PKG: SA CODCALL: PAID SA PKG: NET COD PKG: NET CALL PKG: PRE REC PKG: DBL TRP UNL: DBL TRP LOAD: SPK COM CALL: DATA TR STP: PAPER PKG: SWAP STAT: PICKUP INFORMATION <1430 PKG: LTR CTR PKG: PM RECV PKG: <1430 STP: INS LTR STP: OUT LTR STP: PREPAID PKG: ODS TOT PKG: ODS MIX STP: TOT PKG KEY: ODS AIR STP: PKGS SCN: HI VAL PKG: MISSED STP: TOT NUM COP: INTERNL PKG: SPECIAL COUNTS Count 2 Count 3 Count 5 Count 4 Count 1 AREAS PICKUP SPECIAL COUNTS DELIVERY

Loose

Trail

Stops

Pƙqs

Num

Pallet

D

В

Е

Total DrvRel

Stops Stops

Pkgs

Area

srvd

Туре

MPLOYEE ID )(6),(b),(7)(C	EMPLOY (b) (6), (b)	ee name ) (7)(C)	SLIC (b) (6), (b		SUP GRP		OJS NAME	ſ	BAY CODE	Æ	DUTE ID		DATE (0) (6), (b) (7)(c ₂ )
EPORTED 2:18	SCH STAR 18:00	T	ST SORT		N SORT			ST LOC 00:00	SORT	FIN LOC 00:00	SORT		FIN WORK 22:36
RIP					TIME O	TUC					BREAK DO	WN	
o. Lv Bldg	Rt Bldg	Wash			Descri	.ption	Start	Fini	sh		Time Los	t	Code
										111770			
THER WORK ACTI		01.10	0.0	m			0			0.5-1-	D		
	nish :40	SLIC (0) (6), (0) (7	PKG	Type	S	Sort	(b) (6).	Grp		Code L02		cript: LSSk	
	:15		PKG							OSW		Sht1	
	:40		PKG							092		ScSh	
	:42		PKG							OTA		Shtl'	
0:42 21	:00		PKG							094		5cASI	
1:00 22	:30		PKG							092	092	ScSh	tl
EHICLES INFORM	ATION												
		<u>Vehicl</u> e l			Vehicl	.e 2		Veh	icle 3		Vehicle 4	4	
ehicle No.		(b) (6), (b) (7)(											
inish		210268											
tart		210094											
otal Miles huttle Miles		174 174											
ump1/Fuel Qty		2 /22			/			,			/		
ump1/Fuel Qty		/0			',			/			,		
il Qty		0			,			,			,		
railer 1													
railer 2													
railer 3													
ddin. Equip CP	/UN	/			/			/			/		
ELIVERY INFORM	ATION												
ISSED PKG: 0		SA CC	DCALL:	0			PAID SA		0		NET COD 1	PKG:	0
ET CALL PKG: 0			REC PKG:	0			DBL TRP		0		DBL TRP 1		0
PK COM CALL: 0		DATA	TR STP:	0			PAPER P	KG:	0		SWAP STAT	r:	0
ICKUP INFORMAT		-		_									
M RECV PKG: 0			STP:	0			<1430 P		0		LTR CTR 1		0
NS LTR STP: 0 DS AIR STP: 0			TR STP:	0			PREPAID PKGS SC		0		ODS TOT P		0
ISSED STP: 0			IUM COP:	0			HI VAL		0		INTERNL I		0
PECIAL COUNTS													
	Count 2	Count 3		Count	4	Cour	nt 5						
	0	0		0		0							
REAS	1	DELIVERY			PICKUP	,	,			SPECIAL	COUNTS		
rea			DrvRel				Loose N	um					

EMPLOYEE NAME (b) (6), (b) (7)(C) EMPLOYEE ID SLIC SUP GRP OJS NAME CODE _ID (b) (6), (b) (7)(C (b) (6), (b (b) REPORTED SCH START ST SORT FIN SORT ST LOC SORT FIN LOC SORT FIN WORK TRIP TIME OUT BREAK DOWN No. Lv Bldg Rt Bldg Wash Finish Code Description Start Time Lost OTHER WORK ACTIVITY Start Finish SLIC OP Type Sort Sup Grp Code Description 22:30 22:35 (b) (6), (b PKG (b) OFW OFW ShtlFW VEHICLES INFORMATION Vehicle 1 Vehicle 2 Vehicle 3 Vehicle 4 Vehicle No. Finish Start Total Miles Shuttle Miles Pump1/Fuel Qty Pump2/Fuel Qty Oil Qty Trailer 1 Trailer 2 Trailer 3 Addin. Equip CP/UN DELIVERY INFORMATION MISSED PKG: SA CODCALL: PAID SA PKG: NET COD PKG: NET CALL PKG: PRE REC PKG: DBL TRP UNL: DBL TRP LOAD: SPK COM CALL: DATA TR STP: PAPER PKG: SWAP STAT: PICKUP INFORMATION PM RECV PKG: <1430 STP: <1430 PKG: LTR CTR PKG: INS LTR STP: OUT LTR STP: PREPAID PKG: ODS TOT PKG: ODS AIR STP: ODS MIX STP: PKGS SCN: TOT PKG KEY: TOT NUM COP: MISSED STP: HI VAL PKG: INTERNL PKG: SPECIAL COUNTS Count 2 Count 3 Count 4 Count 5 Count 1

PICKUP

Stops

Pkgs

Loose

Trail

Num

Pallet

SPECIAL COUNTS

В

С

D

Ε

AREAS

Area

srvd

DELIVERY

Pkgs

Trip

Type

Total DryRel

Stops Stops

EMPLOYEE ID EMPLOYEE NAME SLIC SUP GRP OJS NAME CODE (b) (6), (b) (7)(3 (b) (6), (b) (7)(C) (b) (6), (b (b) REPORTED SCH START ST SORT FIN SORT ST LOC SORT FIN LOC SORT FIN WORK TIME OUT BREAK DOWN TRIP Start Finish No. Lv Bldg Rt Bldg Wash Description Time Lost Code OTHER WORK ACTIVITY Start SLIC (b) (6), (b) (7)(C OP Type Sort Code Description Sup Grp Finish 22:55 23:00 PKG OFW OFW ShtlFW 23:00 PKG 058 058 CarWsh 02:15 VEHICLES INFORMATION Vehicle 1 Vehicle 2 Vehicle 3 Vehicle 4 Vehicle No. Finish Start Total Miles Shuttle Miles Pump1/Fuel Qty Pump2/Fuel Qty Oil Qty Trailer 1 Trailer 2 Trailer 3 Addin. Equip CP/UN DELIVERY INFORMATION SA CODCALL: PAID SA PKG: NET COD PKG: MISSED PKG: PRE REC PKG: DATA TR STP: DBL TRP UNL: NET CALL PKG: DBL TRP LOAD: SPK COM CALL: PAPER PKG: SWAP STAT: PICKUP INFORMATION PM RECV PKG: <1430 STP: <1430 PKG: LTR CTR PKG: INS LTR STP: OUT LTR STP: PREPAID PKG: ODS TOT PKG: ODS AIR STP: ODS MIX STP: PKGS SCN: TOT PKG KEY: MISSED STP: INTERNL PKG: TOT NUM COP: HI VAL PKG: SPECIAL COUNTS Count 1 Count 2 Count 3 Count 4 , Count 5

PICKUP

Pkgs

Loose

Stops Trail

Num

Pallet

SPECIAL COUNTS

В

С

D

Ε

AREAS

Area

srvd

Type

Trip

DELIVERY

Pkgs

Total DrvRel

Stops

Stops

EMPLOYEE ID b)(6),(b)(7)(C	(b) (6), (b	EE NAME ) (7)(C)	SLIC (b) (6). (t	SUP GRP	OJS NAME	BAY CO	DE ROUT: (0) (6), (6)		DATE ON DIVE
REPORTED	SCH STAR 18:15			IN SORT 0:00		ST LOC SORT	FIN LOC S	ORT	FIN WORK
TRIP				TIME OUT				BREAK DOWN	TYMYW MAN STANLAND
No. Lv Bldg	Rt Bldg	Wash		Description	Start	Finish		Time Lost	Code
	Paradan da Barren da	***************************************			APAAN INDONES PERANG KANA ALALA				
OTHER WORK AC	CTIVITY Finish	SLIC	OP Type	Sort	e	Grp	Code	Descrip	ation
18:15	18:40	(b) (6). (b) (7)(6	PKG	3010	(b) (6). (	GIP	L02	LO2 LSS	
18:40	19:15		PKG				OSW	OSW Shi	
19:15	20:40		PKG				092	092 Sc	Shtl
20:40	20:42		PKG				OTA	OTA Sht	: lTA
20:42	21:00		PKG				094	094 Sc/	
21:00	22:35		PKG				092	092 Sc	3htl
EHICLES INFO	ORMATION	The state of the s							
		Vehicle 1		Vehicle 2		Vehicle 3		Vehicle 4	
Mehicle No.		(b) (6), (b) (7)							
Finish		210769							
Start		210595							
Potal Miles Shuttlo Miles	_	174 174							
onuttic Mile: Pump1/Fuel Qt		2 /22		,		/		/	
Pump2/Fuel Qt		/0		,		,		,	
Dil Oty	СУ	0		,		,		,	
Crailer 1		0							
Frailer 2									
Trailer 3									
Addin. Equip	CP/UN	/		/		/		/	
ELIVERY INFO	ORMATION								
4ISSED PKG:	0	SA CODO	ALL: 0		PAID SA	A PKG: 0		NET COD PKG	: 0
NET CALL PKG	: 0	PRE REC			DBL TRI			DBL TRP LOA!	D: 0
SPK COM CALL	; 0	DATA TR	STP: 0		PAPER I	PKG: 0		SWAP STAT:	0
PICKUP INFORM	MATION								
PM RECV PKG:		<1430 S	TP: 0		<1430	PKG: 0		LTR CTR PKG	. 0
INS LTR STP:		OUT LTR			PREPAII			ODS TOT PKG	
DDS AIR STP:		ODS MIX			PKGS S	ON: 0		TOT PKG KEY	
MISSED STP:	0	TOT NUM	COP: 0		HI VAL	PKG: 0		INTERNL PKG	: 0
SPECIAL COUNT	TS								
Count 1	Count 2	Count 3	Coun	t 4 Cou	nt 5 ,				
0	0	0	0	0					
REAS		DELIVERY		PICKUP			SPECIAL CO	UNTS	
Area		Total D	rvRel		Loose 1	4um			
				Pkgs Stops				C D	E

EMPLOYEE ID b) (6), (b) (7)(C		YEE NAME (b) (7)(C)	SLIC (b) (6). (b	S	JP GRP	ojs name	(D) (6). (D) (	CODE	ROUTE (b) (6), (b) (7)(C)	ID	DATE (D) (D) (D) (A)(e ₂ 1
REPORTED 17:16	SCH STA 17:15	RT	ST SORT	FIN 00:0	SORT 00		ST LOC SORT		N LOC SOR	T	FIN WORK
FRIP No. Lv Bldg 1 17:23 2 19:15	Rt Bld 18:50 23:00	g Wash N N			TIME OUT Description	Start	Finish			BREAK DOWN Time Lost	Code
THER WORK AC	CTIVITY	e-u									
Start 17:15 18:50 19:15 20:40 20:42 21:00	Finish 18:50 19:15 20:40 20:42 21:00 22:35	SLAC (0) (5), (0) (7)(C	OP T PKG PKG PKG PKG PKG	ype	Sort	Sup (6) (6, (6	Grp	Code 091 0SW 092 0TA 094 092		Descript O91 ExSh OSW Shtl O92 ScSh OTA Shtl O94 ScAS O92 ScSh	ntl LSW ntl LTA SM
EHICLES INFO	ORMATION	Vehicle 1			Vehicle 2		Vehicle	3		Vehicle 4	
/ehicle No. Finish Start Fotal Miles Shuttle Miles	s	(b) (6), (b) (7) 211214 211030 184 184									
umpl/Fuel Qt ump2/Fuel Qt il Qty railer 1 railer 2		2 /22 · /0 0			/		/			/	
railer 3 ddin. Equip	CP/UN	/			/		/			/	
ELIVERY INFO ISSED PKG: ET CALL PKG: PK COM CALL:	0 : 0	PRE R	DCALL: EC PKG: TR STP:	0 0 0		PAID SA DBL TRP PAPER P	UNL: 0			NET COD PKG: DBL TRP LOAD: SWAP STAT:	0 0
TCKUP INFORM M RECV PKG: NS LTR STP: DS AIR STP: ISSED STP:	MATION 0 0 0 0	OUT I	STP; TR STP: IX STP: UM COP;	0 0 0	Access	<1430 P PREPAID PKGS SC HI VAL	PKG: 0			LTR CTR PKG: ODS TOT PKG: TOT PKG KEY: INTERNL PKG:	0 0 0
PECIAL COUNT ount 1	Count 2	Count 3		Count 4	Cou 0	nt 5					
REAS		DELIVERY			PICKUP			SPEC	CIAL COUN	rs	
rea rvd Type	Trip		DrvRel Stops		Pkgs Stops	Loose N Trail P	um allet	A	В	C D	E

EMPLOYEE ID EMPLOYEE NAME SUP GRP OJS NAME ROUTE ID (b) (6), (b) (7)(C) (b) (6), (b) (7)(C) (b REPORTED SCH START FIN LOC SORT ST SORT FIN SORT ST LOC SORT FIN WORK TIME OUT BREAK DOWN TRIP No. Lv Bldg Rt Bldg Wash Finish Code Description Start Time Lost OTHER WORK ACTIVITY Description OFW ShtlFW Finish OP Type Sort Sup Grp Code Start 22:55 23:00 PKG OFW 23:00 01:15 PKG 058 O58 CarWsh VEHICLES INFORMATION Vehicle 1 Vehicle 2 Vehicle 3 Vehicle 4 Vehicle No. Finish Start Total Miles Shuttle Miles Pumpl/Fuel Qty Pump2/Fuel Qty Oil Qty Trailer 1 Trailer 2 Trailer 3 Addin. Equip CP/UN DELIVERY INFORMATION MISSED PKG: SA CODCALL: PAID SA PKG: NET COD PKG: PRE REC PKG: DATA TR STP: NET CALL PKG: DBL TRP UNL: DBL TRP LOAD: SPK COM CALL: PAPER PKG: SWAP STAT: PICKUP INFORMATION PM RECV PKG: <1430 STP: <1430 PKG: LTR CTR PKG: INS LTR STP: OUT LTR STP: PREPAID PKG: ODS TOT PKG: ODS AIR STP: ODS MIX STP: PKGS SCN: TOT PKC KEY: MISSED STP: TOT NUM COP: HI VAL PKG: INTERNL PKG: SPECIAL COUNTS Count 2 Count 3 Count 5 Count 1 Count 4 AREAS SPECIAL COUNTS DELIVERY PICKUP

Loose

Trail

Stops

Pkgs

Num

Paliet

С

В

Đ

E

Total DryRel

Stops Stops

Pkgs

Area

srvd

Туре

EMPLOYEE ID 0)(6),(0)(7)(C	(b) (6), (l	EE NAME 0) (7)(C)	SLIC (b) (6), (b	901 0	GRP	OJS NAME	(b	PAY CODE (6) (6) (7)	ROUT: (0)(6),(0)(		(b) (6), (b) (7)(c)
REPORTED 18:12	SCH STAF 18:15		ST SORT	FIN 5			ST LOC 00:00	SORT	FIN LOC SO	ORT	FIN WORD
RIP			and the same of th		TIME OUT					BREAK DOWN	
o. Lv Bldg	Rt Bldg	Wash		Į.	Description	Start ,	Fini	sh		Time Lost	Code
THER WORK ACTI	YTIVI	AAAAAA 17-2077		***************************************	LAMA SERVICE		***************************************				
	inish	SLIC (b) (6), (b) (7)(c)	OP Ty	уре	Sort	Su	p Grp		Code	Descri	
	8:40	(0) (0), (0) (1), (0)	PKG			(-) (-)			1.02	LO2 LS	
	9:15 0:40		PKG PKG						OSW O92	osw sh	
	0:40		PKG						OTA	OTA Sh	
	1:00		PKG						094	01A Sn	
	2:35		PKG						092	092 Sc	
EHICLES INFORM	ATION	ACCUPATION OF THE PARTY OF THE			WANT TO THE RESERVE OF THE PERSON OF THE PER			ALL DESCRIPTION OF THE PROPERTY OF THE PROPERT			
		Vehicle 1		1	ehicle 2		Veh	icle 3		Vehicle 4	
ehicle No.		(b) (6), (b) (7)(									
inish		211511									
tart otal Miles		211337									
		174 174									
huttle Miles ump1/Fuel Qtv		2 /22			,		,			,	
ump1/fuel Qty		/0			/		/			/	
il Otv		0			/		,			/	
railer 1		v									
railer 2											
railer 3											
ddin. Equip CE	P/UN	/			/		/			/	
ELIVERY INFORM ISSED PKG: (		SA CO	DCALL:	0		PAID SA	A PKG:	0		NET COD PKG	: 0
ET CALL PKG: 0			EC PKG:	0		DBL TRI		0		DBL TRP LOAI	
PK COM CALL: C			TR STP:	0		PAPER		0		SWAP STAT:	0
ICKUP INFORMAT											
M RECV PKG: C		<1430		0		<1430		0		LTR CTR PKG	
NS LTR STP: C			TR STP:	0		PREPAII		0		ODS TOT PKG	
DS AIR STP: C			IX STP:	0		PKGS SC		0		TOT PKG KEY:	
ISSED STP: C	)	TOT N	UM COP:	0		HI VAL	PKG:	0		INTERNL PKG	: 0
PECIAL COUNTS	Count 2	Count 3		'ount A	Com	ot 5					
	Count 2 0	Count 3 0	0	Count 4	0	nt 5					
REAS		DELIVERY		F	ICKUP				SPECIAL COU	NTS	
cea		Total	DrvRel	_		Loose N	Jum				
		Pkgs Stops	Stops		kgs Stops		Pallet		A B	C D	E

EMPLOYEE NAME (b) (6), (b) (7)(C) EMPLOYEE ID SLIC SUP GRP OJS NAME CODE ID (b) (6), (b) (7)(C (b) (6), (b (b SCH START REPORTED ST SORT FIN SORT ST LOC SORT FIN LOC SORT FIN WORK TRIP TIME OUT BREAK DOWN No. Lv Bldg Rt Bldg Wash Finish Description Start Time Lost Code OTHER WORK ACTIVITY Sup Grp Description Finish OP Type Sort Code Start 22:55 23:00 PKG OFW OFW ShtlFW 058 CarWsh 23:00 02:15 PKG 058 VEHICLES INFORMATION Vehicle 1 Véhicle 2 Vehicle 3 Vehicle 4 Vehicle No. Finish Start Total Miles Shuttle Miles Pump1/Fuel Qty Pump2/Fuel Qty Oil Qty Trailer 1 Trailer 2 Trailer 3 Addin. Equip CP/UN DELIVERY INFORMATION MISSED PKG: SA CODCALL: PAID SA PKG: NET COD PKG: NET CALL PKG: PRE REC PKG: DBL TRP UNL: DBL TRP LOAD: SPK COM CALL: DATA TR STP: PAPER PKG: SWAP STAT: PICKUP INFORMATION PM RECV PKG: INS LTR STP: <1430 STP: <1430 PKG: LTR CTR PKG: OUT LTR STP: PREPAID PKG: ODS TOT PKG: ODS AIR STP: MISSED STP: ODS MIX STP: PKGS SCN: TOT PKG KEY: TOT NUM COP; HI VAL PKG: INTERNL PKG: SPECIAL COUNTS Count 2 Count 3 Count 5 Count 1 Count 4 AREAS DELIVERY PICKUP SPECIAL COUNTS

Num

Pallet

В

С

D

E

Loose

Trail

Pkgs

Stops

Total DrvRel

Stops Stops

Pkgs

Area

srvd

Type

EMPLOYEE ID b) (6), (b) (7)(C		4PLOYEE 1 (6), (b) (7)		SLIC (b) (6), (t		UP GRP	OJS	NAME		PAY COD	E	ROUTE (b) (6), (b) (7)	ID		DATE (b) (6), (b) (7)(9 21
REPORTED 17:25	SCH 17:2	START 25	77	ST SORT	FIN 00:	SORT 00			ST LOC 00:00	SORT	FIN 00:	LOC SOR	RT		FIN WORK 01:26
TRIP No. Lv Bldg	Rt	Bldg	Wash			TIME OUT Description	on St	tart	Fini	sh			BREAK DO		Code
OTHER WORK AC	TIVITY								<del></del>						N
Start 17:25 18:00 19:15 20:40 20:42 21:00	Finish 18:00 19:15 20:40 20:42 21:00 22:35	0	31.T.C (6), (b) (7)(	OP PKG PKG PKG PKG PKG		Sort		(b) (6), (b	nerp		Code L02 OSW O92 OTA O94 O92		L02 OSW O92 OTA O94	Eript LSSk: Shtl: ScShi Shtl: ScASi ScShi	il SW tl rA M
EHICLES INFO	RMATION		Vehicle 1			Vehicle 2			Veh	icle 3	MAINT		Vehicle	4	
Vehicle No. Finish Start Total Miles Shuttle Miles Pump1/Fuel Qt Pump2/Fuel Qt	У		(b) (6) (b) (7) 211919 211745 174 174 2 /22 /0			/		-	/				/		
oil Qty Trailer 1 Trailer 2 Trailer 3			0			/			/				/		
DELIVERY INFO MISSED PKG: MET CALL PKG: BPK COM CALL:	0		PRE F	DCALL; REC PKG: TR STP:	0 0 0		DH	AID SA BL TRP APER P	UNL:	0 0 0	,,		NET COD DBL TRP SWAP STA	LOAD:	0 0 0
PICKUP INFORM PM RECV PKG: INS LTR STP: DDS AIR STP: HISSED STP:			OUT I	STP: TR STP: IIX STP: IUM COP:	0 0 0		PF PF	1430 PI REPAID KGS SCI VAL	PKG:	0 0 0			LTR CTR ODS TOT TOT PKG INTERNL	PKG: KEY:	0 0 0
SPECIAL COUNT Count 1	S Count 0	2	Count 3		Count 0	4 C	ount 5			-					
AREAS		DELI	VERY			PICKUP					SPECI	AL COUN	TS		
Area srvd Type	Trip	Pkg	Total s Stops	DrvRel Stops		Pkgs Sto		ose Ni ail Pa			A	В	C D		Е

Time Card Report EMPLOYEE ID EMPLOYEE NAME CODE SLIC GRP OJS NAME (b) (6), (b) (7)(C) REPORTED SCH START ST SORT FIN SORT ST LOC SORT FIN LOC SORT FIN WORK TRIP TIME OUT BREAK DOWN No. Lv Bldg Rt Bldg Wash Description Start Finish Time Lost Code OTHER WORK ACTIVITY Description OFW Sht1FW O58 CarWsh Start OP Type PKG Code Sort Sup Grp Finish OFW 22:55 23:00 PKG 058 01:25 23:00 VEHICLES INFORMATION Vehicle 1 Vehicle 2 Vehicle 3 Vehicle 4 Vehicle No. Finish Start Total Miles Shuttle Miles Pumpl/Fuel Qty Pump2/Fuel Qty Oil Qty Trailer 1 Trailer 2 Trailer 3 Addin. Equip CP/UN DELIVERY INFORMATION SA CODCALL: MISSED PKG: PAID SA PKG: NET COD PKG: NET CALL PKG: SPK COM CALL: PRE REC PKG: DATA TR STP: DBL TRP UNL: DBL TRP LOAD: PAPER PKG: SWAP STAT: PICKUP INFORMATION PM RECV PKG: <1430 STP: <1430 PKG: LTR CTR PKG: INS LTR STP: OUT LTR STP: PREPAID PKG: ODS TOT PKG: ODS AIR STP: ODS MIX STP: PKGS SCN: TOT PKG KEY: MISSED STP: TOT NUM COP: HI VAL PKG: INTERNL PKG:

Count 5

Stops

Loose

Trail

Num

Pallet

SPECIAL COUNTS

В

С

D

E

SPECIAL COUNTS Count 1

Туре

AREAS

Area

srvd

Count 2

Trip

Count 3

Stops

Total DrvRel

Stops

DELIVERY

Pkgs

Count 4

PICKUP

Pkgs

EMPLOYEE ID b)(6), (b) (7)(C		OYEE NAME (b) (7)(C)	SLIC (b) (6), (b		SUP GRP		OJS NAM	E	PAY CODE	:	ROUTE :	ID	(b) (6). (b) (7)(C
REPORTED	SCH STA 18:15	ART	ST SORT		N SORT			ST LOC	SORT	FIN	LOC SOR	r	FIN WO 02:15
TRIP		MARKET PROPERTY.			TIME O	TTM:						BREAK DOWN	
No. Lv Bldg	Rt Bld	lg Wash			Descri		Start	Fini	sh			Time Lost	Code
OTHER WORK AC	· ጥ ፕ ኒን ፓ ጥ ሂ												
Start 18:00 18:40 19:15 20:40 20:42 21:00	Finish 18:40 19:15 20:40 20:42 21:00 22:35	SLIC (B) (B) (We)	OP T PKG PKG PKG PKG PKG	Гуре	S	ort	S (DTG	up Grp		Code L02 OSW O92 OTA O94 O92		L02 L OSW S O92 S	htlSW cShtl htlTA cASM
EHICLES INFO	ORMATION	Vehicle 1			Vehicl	- 2		** - b-	icle 3			Vehicle 4	
Vehicle No. Finish Start Total Miles Shuttle Miles Pump1/Fuel Qt Pump2/Fuel Qt	У	016.0070 212269 212095 174 174 2 /22			/,			/				/,	
Dil Qty Trailer 1 Trailer 2 Trailer 3		0 /			,			. ,				,	
DELIVERY INFO MISSED PKG: WET CALL PKG: SPK COM CALL:	0 0	PRE R	DCALL: EC PKG: TR STP:	0 0				SA PKG: RP UNL:	0 0 0			NET COD PK DBL TRP LO SWAP STAT:	
CKUP INFORM													
M RECV PKG: INS LTR STP: DDS AIR STP: MISSED STP:		OUT L	STP: TR STP: IX STP: UM COP:	0 0 0			<1430 PREPA: PKGS S HI VA	ID PKG: SCN:	0 0 0			LTR CTR PK ODS TOT PK TOT PKG KE INTERNL PK	G: 0 Y: 0
EPECIAL COUNT Count 1	Count 2	Count 3		Count 0	4	Cour 0	nt 5						
REAS		DELIVERY			PICKUP					SPEC	IAL COUNT	'S	
Area Ervd Type	Trip	Total Pkgs Stops	DrvRel Stops		Pkgs	Stops	Loose Trail			A	В	C D	E

EMPLOYEE ID EMPLOYEE NAME SLIC SUP GRP OJS NAME DATE ODE (b) (6), (b) (7)(C (b) (6), (b) (7)(C) (b) (6), (b (b REPORTED SCH START ST SORT ST LOC SORT FIN LOC SORT FIN WORK FIN SORT TRIP TIME OUT BREAK DOWN No. Lv Bldg Rt Bldg Wash Description Start Finish Time Lost Code OTHER WORK ACTIVITY Description OFW Sht1FW OS8 CarWsh Start Finish OP Type Sort Sup Grp Code OFW 22:55 23:00 PKG 058 23:00 02:15 PKG VEHICLES INFORMATION Vehicle 4 Vehicle 1 Vehicle 2 Vehicle 3 Vehicle No. Finish Start Total Miles Shuttle Miles Pump1/Fuel Qty Pump2/Fuel Qty Oil Oty Trailer 1 Trailer 2 Trailer 3 Addin. Equip CP/UN DELIVERY INFORMATION SA CODCALL: PAID SA PKG: NET COD PKG: MISSED PKG: NET CALL PKG: PRE REC PKG: DATA TR STP: DBL TRP LOAD: SWAP STAT: DBL TRP UNL: SPK COM CALL: PAPER PKG: PICKUP INFORMATION <1430 STP: <1430 PKG: LTR CTR PKG: PM RECV PKG: OUT LTR STP: ODS MIX STP: INS LTR STP: PREPAID PKG: ODS TOT PKG: PKGS SCN: TOT PKG KEY: ODS AIR STP: MISSED STP: TOT NUM COP: HI VAL PKG: INTERNL PKG: SPECIAL COUNTS Count 5 Count 1 Count 2 Count 3 Count 4 AREAS DELIVERY PICKUP SPECIAL COUNTS

Num

Pallet

В

Ç

D

Ε

Loose

Trail

Pķgs

Stops

Total DrvRel

Stops Stops

Area

srvd

Type

EMPLOYEE ID 0)(6),(b)(7)(C	_	(6), (b) (7)(0		SL3 (0) (6)		SUP GRP		ojs name	(b	PAY CODE	(6	ROUTE ) (6), (b) (7)	ID		DATE (b) (6), (b) (7)(c
REPORTED 18:03	SCH 18:0	START 0		ST SOF		IN SORT			ST LOC 00:00	SORT	FIN 1	OC SOR	T		FIN WORK 02:00
PRIP	R+	Bldg	Wash			TIME (	our iption	Start	Fini	ish	ALAMAN		BREAK I		Code
Didy	,,,	Didg				50.501	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		2 2112				11110 21	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0040
THER WORK AC	TIVITY														
	Finish		LIC		Type	5	Sort	Sug	Grp		Code			escript	
	19:15 20:40	(b) (c	6), (b) (7)	Pk Pk				(0) (0): (0	ĺ		OSW O92			SW Shtl 92 ScSh	
	20:40			Pk							OTA			PA Shtl	
	21:00			PF							094			94 ScAS	
	22:35			PK							092			92 ScSh	
22:55	23:00			PF	(G						OFW		O	FW Shtl	.FW
EHICLES INFO	RMATION														
lahiala Ma			Vehicle 1			Vehic	.e 2		Veh	nicle 3			Vehicle	e 4	
ehicle No. inish			213090												
tart			212916												
otal Miles			174												
Shuttle Miles		1	174												
ump1/Fuel Qty		2	2 /24			/			/				/		
ump2/Fuel Qty	/		/0			/			/	1			/		
il Qty		(	)												
railer 1															
Trailer 2 Trailer 3															
Addin. Equip (	CP/UN		/			/			/	,			/		
ELIVERY INFOR	MATTON														
IISSED PKG:	0		SA C	ODCALL:	0			PAID ŚA	PKG:	0			NET COL	PKG:	0
ET CALL PKG:	0			REC PKG				DBL TRP	UNL:	0			DBL TRE		0
PK COM CALL:	0		DATA	TR STP	: 0			PAPER P	KG:	0			SWAP ST	: TA1	0
ICKUP INFORMA								.4.00		^					
M RECV PKG:				O STP:	0			<1430 P		0			LTR CTF		0
NS LTR STP: DS AIR STP:	0			LTR STE MIX STE				PREPAID PKGS SC		0			ODS TOT		0
USSED STP:	0			NUM COP				HI VAL		0			INTERNI		0
PECIAL COUNTS	3														
Count 1	Count	2	Count 3		Count	. 4		nt 5							
	0		0		0		0								
REAS		DELIV	/ERY			PICKUI	,				SPECIA	L COUN	TS		
			Total	DrvRe	1			Loose N	ium						
rea			10001					Trail P			A	В	С	D	E

Time Card Report EMPLOYEE ID EMPLOYEE NAME SLIC SUP GRP OJS NAME PAY CODE 0) (6) (0) (7) ROUTE ID (b) (6), (b) (7)(C) (b) (6), (b) (7)(C) (b) (6), (b REPORTED SCH START ST SORT ST LOC SORT FIN SORT FIN LOC SORT FIN WORK TRIP TIME OUT BREAK DOWN No. Lv Bldg Rt Bldg Wash Description Start Finish Time Lost Code OTHER WORK ACTIVITY OP Type Sup Grp Code Description Start Finish Sort PKG 23:00 02:00 (b) 058 O58 CarWsh VEHICLES INFORMATION Vehicle 1 Vehicle 2 Vehicle 3 Vehicle 4 Vehicle No. Finish Start Total Miles Shuttle Miles Pump1/Fuel Qty Pump2/Fuel Qty Oil Qty Trailer 1 Trailer 2 Trailer 3 Addin. Equip CP/UN DELIVERY INFORMATION SA CODCALL: NET COD PKG: DBL TRP LOAD: MISSED PKG: PAID SA PKG: DBL TRP UNL: PAPER PKG: PRE REC PKG: DATA TR STP: NET CALL PKG: SPK COM CALL: SWAP STAT: PICKUP INFORMATION PM RECV PKG: <1430 STP: LTR CTR PKG: <1430 PKG: INS LTR STP: OUT LTR STP: PREPAID PKG: ODS TOT PKG: ODS AIR STP: ODS MIX STP: PKGS SCN: TOT PKG KEY: HI VAL PKG: MISSED STP: TOT NUM COP: INTERNL PKG: SPECIAL COUNTS Count 1 Count 2 Count 3 Count 4 . Count 5

PICKUP

Stops

Pkgs

Loose

Trail

Num

Pallet

SPECIAL COUNTS

В

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AREAS

Area

srvd

Туре

Trip

DELIVERY

Pkgs

Total DrvRel

Stops

Stops

MPLOYEE ID ) (6), (b) (7)(C	EMPLOY: (b) (6), (b	ee name ) (7)(C)	SLIC (b) (6), (b		SUP GRP		OJS NAM	.	O O CODE	RO (b) (6)	(b) (7	(b) (6), (b) (7)(C) 2
REPORTED 8:09	SCH STAR 18:10	Т	ST SORT		N SORT			ST LOC 00:00	SORT	FIN LOC	SORT	FIN WOR
RIP		,,,,			TIME O	UT					BREAK DOWN	
lo. Lv Bldg	Rt Bldg	Wash			Descri	ption	Start	Fini	sh		Time Lost	Code
THER WORK ACTIV	TT MY											
	nish	SLIC	OP ·	Туре	S	ort	Sı	ip Grp		Code	Descri	ntion
8:10 18:		(D) (G), (D) (7)	PKG			02.	(D) (C	) (E		L02	LO2 LS	
8:40 19:	15		PKG							OSW	OSW Sh	
9:15 20:	40		PKG							092	092 Sc	Sht1
0:40 20:			PKG							OTA	OTA Sh	
0:42 21:			PKG							094	094 Sc	
1:00 22;	35		PKG							092	092 Sc	Shtl
HICLES INFORM	TION										70.000	
		Vehicle 1			Vehicl	e 2		Veh	icle 3		Vehicle 4	
ehicle No.		(b) (6), (b) (7)(										
inish tart		213452 213278										
otal Miles		174										
huttle Miles		174						,				
ump1/Fuel Qty		2 /24			/			/			/	
ump2/Fuel Qty		/0			,			,			,	
il Qty		0										
railer 1												
railer 2												
railer 3												
ddin. Equip CP/	UN	/			/			/			/	
LIVERY INFORMA	TION											
ISSED PKG: 0			ODCALL:	0				BA PKG:	0		NET COD PKG	
ET CALL PKG: 0			REC PKG:	0				RP UNL:	0		DBL TRP LOA	
PK COM CALL: 0		DATA	TR STP:	0			PAPER	PKG:	0		SWAP STAT:	0
CKUP INFORMATI	ON											
M RECV PKG: 0			O STP:	0			<1430		0		LTR CTR PKG	
NS LTR STP: 0			LTR STP:	0				D PKG:	0		ODS TOT PKG	
OS AIR STP: 0			MIX STP:	0			PKGS S		0		TOT PKG KEY	
ODED OTF: 0		TOT	NUM COP:	Ü			HI VAI	, FNG:	U		INTERNL PKG	: 0
PECIAL COUNTS												
	Count 2	Count 3		Count	4	Coun	it 5					
0	)	0		0		0						
REAS	I	DELIVERY			PICKUP					SPECIAL O	COUNTS	
rea		Total	DrvRel				Loose	Num				

EMPLOYEE NAME SUP GRP OJS NAME ROUTE ID EMPLOYEE ID SLIC CODE (b) (6), (b) (7)(C (b) (6), (b) (7)(C) REPORTED SCH START ST SORT FIN SORT ST LOC SORT FIN LOC SORT FIN WORK TRIP TIME OUT BREAK DOWN No. Lv Bldg Rt Bldg Wash Description Start Finish Time Lost Code OTHER WORK ACTIVITY Description OP Type Sort Sup Grp Code Start Finish OFW ShtlFW PKG OFW 22:55 23:00 O58 CarWsh 058 02:10 PKG 23:00 VEHICLES INFORMATION Vehicle 2 Vehicle 3 Vehicle 4 Vehicle 1 Vehicle No. Finish Start Total Miles Shuttle Miles Pump1/Fuel Qty Pump2/Fuel Qty Oil Qty Trailer 1 Trailer 2 Trailer 3 Addin. Equip CP/UN DELIVERY INFORMATION MISSED PKG: NET CALL PKG: NET COD PKG: SA CODCALL: PAID SA PKG: PRE REC PKG: DATA TR STP: DBL TRP UNL: DBL TRP LOAD: SPK COM CALL: PAPER PKG: SWAP STAT: PICKUP INFORMATION PM RECV PKG: <1430 STP: <1430 PKG: LTR CTR PKG: OUT LTR STP: INS LTR STP: PREPAID PKG: ODS TOT PKG: ODS AIR STP: ODS MIX STP: PKGS SCN: TOT PKG KEY: MISSED STP: TOT NUM COP: HI VAL PKG: INTERNL PKG: SPECIAL COUNTS Count 1 Count 2 Count 3 Count 4 Count 5 AREAS PICKUP DELIVERY SPECIAL COUNTS

Loose Num

Trail Pallet

В

C

D

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Pkgs

Stops

Total DrvRel

Stops Stops

Area

srvd

EMPLOYEE ID (b) (6), (b) (7)(C	EMPLOY (b) (6), (b)	EE NAME b) (7)(C)	SLIC (b) (6), (b		SUP GRP		OJS NAME	O	PAY CODE 0) (6), (b) (7)	:	ROUTE (b) (6), (b) (7	ID		DATE (6) (5) (6) (7) (6 ₂₁
REPORTED 18:01	SCH STAR 18:00	T	ST SORT		N SORT		,	ST LOC 00:00	SORT	FIN 00:0	LOC SOR	T	*AAAAAAAA	FIN WORK 02:02
TRIP					TIME O	JT						BREAK	DOWN	
No. Lv Bldg	Rt Bldg	Wash			Descri	otion	Start	Fini	sh			Time I	ost	Code
OTHER WORK ACT	YTVITY	AANSE PA				,								
Start F	inish	SLIC		Туре	Sc	ort	Sur	Grp		Code			escript	
	8;40	(b) (6), (b) (7)(C	PKG				(0) (0), (0	,,,		L02			02 LSS	
	9:15		PKG							OSW			SW Sht	
	0:40 0:42		PKG							O92 OTA			92 ScS	
	1:00		PKG PKG							094			TA Shti	
	2:35		PKG							092			92 ScSl	
murarea rimon	A CONTROL													
ÆHICLES INFOR	MATION	Vehicle 1			Vehicle	- 2		Veh	icle 3			Vehicl	e 4	
Vehicle No.		(b) (6), (b) (7)			Venici	- 4		V C.1.	iioic b			VOIITOI		
Finish		213802												
Start		213628												
otal Miles		174												
huttle Miles		174												
ump1/Fuel Qty	,	2 /22			/			/				/		
ump2/Fuel Qty	,	/0			/			/	,			/		
il Qty		0					4							
railer l														
railer 2														
Trailer 3	- 4				,									
ddin. Equip C	:P/UN	/			/			/				/		
ELIVERY INFOR	MATION													
IISSED PKG:	0	SA C	ODCALL:	0			PAID SA	PKG:	0			NET CO	D PKG:	0
ET CALL PKG:	-		REC PKG:	0			DBL TRE		0				P LOAD:	
PK COM CALL:	0	DATA	TR STP:	0			PAPER E	PKG:	0			SWAP S	TAT:	0
ICKUP INFORMA	TION													
M RECV PKG:	0	<143	0 STP:	0			<1430 E		0			LTR CT		Û
NS LTR STP:			LTR STP:	0			PREPAII		0			ODS TO		0
	0		MIX STP:	0			PKGS SC		0			TOT PK		0
ISSED STP:	0	TOT	NUM COP:	0			HI VAL	PKG:	0			INTERN	L PKG:	0
PECIAL COUNTS														
Count 1	Count 2	Count 3		Count	4		nt 5							
	0	0		0		0								
REAS		DELIVERY			PICKUP					SPECT	AL COUN	TS		
rea	'		DrvRel				Loose N	lum			50011			
	Trip		Stops		Pkgs	Stops	Trail E			A	В	C	D	E
2.	ь.	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,												

ROUTE ID EMPLOYEE ID EMPLOYEE NAME SLIC SUP GRP OJS NAME CODE (b) (6), (b) (7)(C (b) (6), (b) (7)(C) (b) (6), (b REPORTED SCH START ST SORT ST LOC SORT FIN LOC SORT FIN WORK FIN SORT TIME OUT BREAK DOWN No. Lv Bldg Rt Bldg Description Start Finish Time Lost Code OTHER WORK ACTIVITY OP Type Description OFW ShtlFW O58 CarWsh Sort Code Start Finish OFW PKG 22:55 23:00 02:00 058 23:00 PKG VEHICLES INFORMATION Vehicle 1 Vehicle 2 Vehicle 3 Vehicle 4 Vehicle No. Finish Start Total Miles Shuttle Miles Pump1/Fuel Qty Pump2/Fuel Qty Oil Qty Trailer 1 Trailer 2 Trailer 3 Addin. Equip CP/UN DELIVERY INFORMATION MISSED PKG: NET CALL PKG: SPK COM CALL: SA CODCALL: PAID SA PKG: NET COD PKG: PRE REC PKG: DATA TR STP: DBL TRP UNL: DBL TRP LOAD: PAPER PKG: SWAP STAT: PICKUP INFORMATION PM RECV PKG: <1430 STP: <1430 PKG: LTR CTR PKG: INS LTR STP: OUT LTR STP: PREPAID PKG: ODS TOT PKG: ODS AIR STP: ODS MIX STP: PKGS SCN: TOT PKG KEY: MISSED STP: HI VAL PKG: INTERNL PKG: TOT NUM COP: SPECIAL COUNTS Count 1 Count 2 Count 3 Count 4 Count 5

PICKUP

Stops

Pkgs

Loose Num

Pallet

Trail

SPECIAL COUNTS

В

С

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E

AREAS

Area

srvd

Туре

Trip

DELIVERY

Pkgs

Total DrvRel

Stops

Stops

EMPLOYEE ID b)(6).(b)(7)(C		YEE NAME (b) (7)(C)	SLIC	/)( (b)	SUP GRP		OJS NAM	E	PAY COI	Œ	(b) (6), (b) (7)	D		DATE (b) (6), (b) (7)(-21
REPORTED	SCH STA 18:15	RT	ST SORT		N SORT			ST LC	OC SORT	FIN	LOC SORT			FIN WORK
TRIP No. Lv Bldg	Rt Bld	g Wash		·	TIME (		Start	Fir	nish			BREAK DON		Code
OTHER WORK A	CTIVITY													
Start	Finish	SLIC (b) (5) (b) (7)(	OP T	'уре	٤	ort	o S	up Grp		Code			ript	
l8:15 l9:15	19:15		PKG PKG							OSW 092			Sht18	
20:40	20:42		PKG							OTA			Shtl:	
20:42	21:00		PKG							094			Scasi	
21:00	22:35		PKG							092		092	ScSht	tl
22:55	23:00		PKG							OFW		OFW	Shtl	: W
THICLES INFO	ORMATION					^								
Wehicle No.		Vehicle 1			Vehicl	e 2		. Ve	ehicle 3			Vehicle 4	i	
inish		214150												
tart		213976												
otal Miles		174												
huttle Miles	S	174												
umpl/Fuel Q		2 /24			/				/			/		
ump2/Fuel Q	ty	/0			/				/			/		
oil Qty		0												
railer 1 railer 2														
railer 3														
ddin. Equip	CP/UN	/			/				/			/		
ELIVERY INFO	ORMATION													
ISSED PKG:	0		ODCALL:	0				SA PKG:				NET COD E		0
ET CALL PKG:			REC PKG:	0				RP UNL:				DBL TRP I		0
PK COM CALL:	: 0	DATA	TR STP:	0			PAPER	PKG:	0			SWAP STAT	:	0
ICKUP INFORM M RECV PKG:	MATION	Z1.43	0 STP:	0			<1430	DKC.	0			TTP CTP T	NC.	0
M KECV PKG: NS LTR STP:	0		LTR STP:	0				PKG; ID PKG:	-			LTR CTR E ODS TOT E		0
DS AIR STP:	0		MIX STP:	0			PKGS :		0			TOT PKG F		0
ISSED STP:	0		NUM COP:	0				L PKG:	0			INTERNL E		0
PECIAL COUNT	rs			Lancour			OCTA ESCANOSCO VICE TOTAL					-		
Count 1	Count 2 0	Count 3		Count 0	4	Coun 0	t 5							
REAS					DICKIN		Marie Shire Control of Control			gpec:	TAT COUNTY	g		
		DELIVERY	DrvRel		PICKUP		Loose	Num		SPEC.	IAL COUNT	5		
rea														

EMPLOYEE NAME SUP GRP OJS NAME CODE EMPLOYEE ID SLIC ROUTE ID (b) (6), (b) (7)(C (b) (6), (b) (7)(C) REPORTED SCH START ST SORT FIN SORT ST LOC SORT FIN LOC SORT FIN WORK BREAK DOWN TRIP TIME OUT No. Lv Bldg Rt Bldg Wash Description Start Finish Time Lost Code OTHER WORK ACTIVITY Description SLIC Sup Grp Code Start Finish OP Type Sort 058 CarWsh 23:00 (b) (6), (b 058 02:15 PKG VEHICLES INFORMATION Vehicle 1 Vehicle 2 Vehicle 3 Vehicle 4 Vehicle No. Finish Start Total Miles Shuttle Miles Pump1/Fuel Qty Pump2/Fuel Qty Oil Qty Trailer 1 Trailer 2 Trailer 3 Addin. Equip CP/UN DELIVERY INFORMATION MISSED PKG: NET CALL PKG: SPK COM CALL: NET COD PKG: SA CODCALL: PAID SA PKG: PRE REC PKG: DATA TR STP: DBL TRP UNL: DBL TRP LOAD: PAPER PKG: SWAP STAT: PICKUP INFORMATION PM RECV PKG: <1430 STP: <1430 PKG: LTR CTR PKG: INS LTR STP: OUT LTR STP: PREPAID PKG: ODS TOT PKG: ODS AIR STP: ODS MIX STP: PKGS SCN: TOT PKG KEY: MISSED STP: TOT NUM COP: HI VAL PKG: INTERNL PKG: SPECIAL COUNTS Count 1 Count 2 Count 3 Count 4 . Count 5

PICKUP

Stops

Pkgs

Loose Num

Trail Pallet

SPECIAL COUNTS

C

D

Ε

В

AREAS

Area

srvd

Туре

Trip

DELIVERY

Total DrvRel

Stops Stops

EMPLOYEE ID	EMPLOY (b) (6), (b)	EE NAME b) (7)(C)	SLIC (b) (6), (b		SUP GRP		OJS NAM	E .	DAY CODE	(D) (G).	OUTE ID	(D) (B) (7)(21
REPORTED 18:15	SCH STAR 18:15	T	ST SORT		N SORT			ST LOC 00:00	SORT	FIN LOC 00:00	SORT	FIN WORK 07:35
TRIP No. Lv Bldg 1 02:05	Rt Bldg 23:00	Wash N			TIME (		Start	Fini	.sh		BREAK DOWN Time Lost	Code
OTHER WORK ACTI	VITY nish	SII Con	OP	Туре			<b>රෝ</b>	Grp		Code	Descri	otion
19:11 22	:11 :00 :00	(b) (6), (b) (7)(d	PKG PKG PKG				(5)	,,		L02 091 091	L02 LS 091 Ex 091 Ex	Skil Shtl
VEHICLES INFORM	ATION											A4000 07 .
Vehicle No. Finish Start Total Miles		Vehicle 1 (b)(6, b)(7) 214573 214399 174			Vehic)	Le 2		Veh	icle 3		Vehicle 4	
Shuttle Miles Pump1/Fuel Qty Pump2/Fuel Qty Oil Qty Trailer 1 Trailer 2		174 2 /24 /0 0			/			/			′,	
Trailer 3 Addin. Equip CP	/UN	/			/			/			/	
DELIVERY INFORM MISSED PKG: 0 NET CALL PKG: 0 SPK COM CALL: 0		PRE R	DCALL: EC PKG: TR STP:	0 0 0				SA PKG: RP UNL: PKG:	0 0 0		NET COD PKG DBL TRP LOAI SWAP STAT:	
PICKUP INFORMAT PM RECV PKG: 0 INS LTR STP: 0 ODS AIR STP: 0 MISSED STP: 0		ODS M	STP: TR STP: IX STP: UM COP:	0 0 0			<1430 PREPAI PKGS S HI VAI	D PKG: SCN:	0 0 0		LTR CTR PKG ODS TOT PKG TOT PKG KEY INTERNL PKG	0
	Count 2	Count 3		Count 0	4	Coun 0	it 5				And the second s	
AREAS Area		DELIVERY Total	DrvRel		PICKUI	)	Loose	Num		SPECIAL	COUNTS	
	rip	Pkgs Stops			Pkgs	Stops	Trail	Pallet	i	А В	C D	Е

b) (6), (b) (7)(C)	(b) (6)	, (b) (7)(C)	(b) (6), (b	Ó					(b) (6), (b)	(b) (6), (b)	(7)(C	( <b>b) (6). (b) (7)(</b>
REPORTED	SCH STA 18:15		ST SORT		SORT			ST LC	OC SORT	FIN LOC :	SORT	FIN WOR 02:15
	20123											
IRIP No. Lv Bldg	Rt Blo	dg Wash			TIME O Descri		Start	Fir	nish		BREAK DOWN Time Lost	Code
OTHER WORK AC	**************************************							Jane -		MAN TO THE RESERVE OF THE PARTY		
Start	Finish	SLIC	OP 3	Гуре	S	ort	s	up Grp		Code	Descri	otion
18:15	18:40	(b) (6), (b) (	PKG				(D) (	b), (D) (		L02	LO2 LS	
	19:15		PKG							OSW	OSW Sh	
19:15	20:40		PKG							092	092 Sc	
20:40 20:42	20:42		PKG PKG							OTA O94	OTA Shi	
20:42	22:35		PKG							092	094 Sc	
			1110							072	052 00	J110 #
EHICLES INFO	RMATION	Vehicle 1			Vehicl	e 2		Ve	ehicle 3		Vehicle 4	
Wehicle No.		(b) (6), (b) (7)			1011+0-			, ,	,,,,,		10111010	
Finish		214999										
Start		214825										
Total Miles		174										
Shuttle Miles		174										
Pump1/Fuel Qt	У	2 /24			/				/		/	
Pump2/Fuel Qt	У	/0			/				/		/	
Dil Qty		0										
railer 1												
Frailer 2												
frailer 3	OD WIN	,			,				,		,	
Addin, Equip	CP/UN	/			/				/		/	
ELIVERY INFO												_
MISSED PKG:	0		DCALL:	0				SA PKG:			NET COD PKG	
NET CALL PKG:			EC PKG:	0				RP UNL:	0		DBL TRP LOAI	D: 0
SPK COM CALL:	0	DATA	TR STP:	0			PAPER	PKG:	O		SWAP STAT:	U
PICKUP INFORM			om n					01/0			Y M P	
M RECV PKG:	0	<1430		0			<1430		0		LTR CTR PKG	
INS LTR STP:	0		TR STP:	0			PREPA	ID PKG:	0		ODS TOT PKG	
DS AIR STP:	0		IX STP: UM COP:	0				L PKG:	0		INTERNL PKG	
		101 N	OLI COE;	V			٧٨	- MO,			THE PURE TWO	
PECIAL COUNT ount 1	S Count 2	Count 3		Count	4	Count	- 5					
ount 1	0	0		0	4	0	. J	,				
REAS		DELIVERY			PICKUP					SPECIAL CO	DUNTS	
			DrvRel				Loose	Num				
rea												

EMPLOYEE NAME EMPLOYEE ID SLIC SUP GRP OJS NAME CODE ROUTE ID (b) (6), (b (b) (6), (b) (7)(C (b) (6), (b) (7)(C) REPORTED SCH START ST SORT FIN SORT ST LOC SORT FIN LOC SORT FIN WORK TRIP TIME OUT BREAK DOWN No. Lv Bldg Rt Bldg Wash Description Start Finish Time Lost Code OTHER WORK ACTIVITY Description OFW ShtlFW O58 CarWsh Code Start Finish OP Type Sort Sup Grp 22:55 PKG OFW 23:00 23:00 02:15 058 PKG VEHICLES INFORMATION Vehicle 4 Vehicle 1 Vehicle 2 Vehicle 3 Vehicle No. Finish Start Total Miles Shuttle Miles Pump1/Fuel Qty Pump2/Fuel Qty Oil Qty Trailer 1 Trailer 2 Trailer 3 Addin. Equip CP/UN DELIVERY INFORMATION MISSED PKG: NET CALL PKG: SPK COM CALL: SA CODCALL: PAID SA PKG: NET COD PKG: PRE REC PKG: DATA TR STP: DBL TRP LOAD: SWAP STAT: DBL TRP UNL: PAPER PKG: PICKUP INFORMATION PM RECV PKG: <1430 STP: <1430 PKG: LTR CTR PKG: OUT LTR STP: ODS MIX STP: INS LTR STP: PREPAID PKG: ODS TOT PKG: ODS AIR STP: PKGS SCN: TOT PKG KEY: MISSED STP: TOT NUM COP: HI VAL PKG: INTERNL PKG: SPECIAL COUNTS Count 1 Count 2 Count 3 Count 4 Count 5 AREAS DELIVERY PICKUP SPECIAL COUNTS

Loose

Stops Trail Pallet

Pkgs

Num

В

C

D

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Total DrvRel

Stops Stops

Area

srvd

Туре

EMPLOYEE ID b) (6), (b) (7)(C		yee name (b) (7)(C)	SLIC (b) (6). (b		SUP GRP		OJS NAME		PAY CODE	:	ROUTE (b) (6), (b) (7	ID W		(b) (6), (b) (7)(C 2 1
REPORTED 18:17	SCH STA 18:15	RT	ST SORT		SORT			ST LOC 00:00	SORT	FIN 00:	LOC SO	ORT		FIN WORK 02:15
TRIP No. Lv Bldg	Rt Bld	g Wash		MARKET -	TIME OU Descrip		Start	Fini	sh	111111111		BREAK Time L		Code
OTHER WORK A	CTIVITY													
Start 18:15 18:40 20:40 20:42 21:00 22:55	Finish 18:40 19:15 20:42 21:00 22:35 23:00	(b) (6), (b) (7	OP 1 PKG PKG PKG PKG PKG	Гуре	So	rt	Su (0) (5). (	p Grp		Code L02 O92 OTA O94 O92 OFW		0	escript 02 LSSN 92 ScSh TA Shtl 94 ScAS 92 ScSh FW Shtl	cil ntl LTA SM ntl
EHICLES INFO	ORMATION	- A A		Maria mari										
Vehicle No. Finish Start Total Miles Shuttle Miles		(b)(c)(c)(c) 215417 215243 174 174			Vehicle	2		ven	icle 3			Vehicl	e a	
Pump1/Fuel Qt Pump2/Fuel Qt Dil Qty Prailer 1 Prailer 2 Prailer 3		2 /22 /0 0			/			/				/		
Addin. Equip	CP/UN	/			/			/				/		
DELIVERY INFO MISSED PKG: NET CALL PKG: SPK COM CALL:	0 : 0	PRE R	DCALL: EC PKG: TR STP:	0 0 0			PAID S DBL TR PAPER	P UNL:	0 0 0			NET CO DBL TR SWAP S	P LOAD:	0 0 0
PICKUP INFORM PM RECV PKG: INS LTR STP: DDS AIR STP: MISSED STP:	MATION 0 0 0 0 0	OUT I	STP: TR STP: IX STP: UM COP:	0 0 0	A CONTROL OF THE PARTY OF THE P		<1430 PREPAI PKGS S HI VAL	D PKG: CN:	0 0 0			LTR CT ODS TO TOT PK INTERN	T PKG: G KEY:	0 0 0
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AREAS		DELIVERY			PICKUP					SPECI	AL COU	NTS		
Area Srvd Type	Trip	Total Pkgs Stops	DrvRel Stops		Pkgs	Stops		Num Pallet		A	В	С	D	E

EMPLOYEE ID EMPLOYEE NAME SUP GRP OJS NAME SLIC CODE ROUTE ID (b) (6), (b) (7)(C (b) (6), (b (b) (6), (b) (7)(C) (b) REPORTED SCH START FIN LOC SORT ST SORT FIN SORT ST LOC SORT FIN WORK TRIP TIME OUT BREAK DOWN No. Lv Bldg Rt Bl.dg Wash Start Finish Time Lost Code Description OTHER WORK ACTIVITY Start Finish SLIC OP Type Sort Sup Grp Code Description 23:00 02:15 (b) (6), (b PKG 058 058 CarWsh VEHICLES INFORMATION Vehicle 1 Vehicle 2 Vehicle 3 Vehicle 4 Vehicle No. Finish Start Total Miles Shuttle Miles Pump1/Fuel Qty Pump2/Fuel Qty Oil Qty Trailer 1 Trailer 2 Trailer 3 Addin. Equip CP/UN DELIVERY INFORMATION MISSED PKG: SA CODCALL: PAID SA PKG: NET COD PKG: NET CALL PKG: PRE REC PKG: DBL TRP UNL: DBL TRP LOAD: DATA TR STP: SPK COM CALL: PAPER PKG: SWAP STAT: PICKUP INFORMATION <1430 PKG: PM RECV PKG: INS LTR STP: <1430 STP: LTR CTR PKG: OUT LTR STP: ODS TOT PKG: PREPAID PKG: TOT PKG KEY: ODS AIR STP: ODS MIX STP: PKGS SCN: MISSED STP: TOT NUM COP: HI VAL PKG: INTERNL PKG: SPECIAL COUNTS Count 2 Count 3 Count 4 Count 5 Count 1 AREAS DELIVERY PICKUP SPECIAL COUNTS

Num

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С

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Area

srvd

Type

Trip

Total

Stops

Pkgs

DrvRel

Pkgs

Stops

Stops



UPS Canton Facility 4850 Navarre Rd. SW Canton, OH 44706

## (b) (6), (b) (7)(C)

**UPS Security** 

To: File

Re: (b) (6), (b) (7)(C)

Allegation:

(b) (6), (b) (7)(C) regarding an place of the interview via phone. Policy was reviewed with representation of the view 
## UPS Security interview with (b) (6), (b) (7)(C):

UPS Security started the interview by asking (b) (6), (b) (7)(C) does (c) (c) (does (d